# MANUFACTURERS RECORD

ESTABLISHED 1882

*A Publication for Executives*

**Volume 114** **APRIL, 1945** **Number 4**


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**MANUFACTURERS RECORD PUBLISHING CO.**
**Publishers of MANUFACTURERS RECORD, CONSTRUCTION (daily), CONSTRUCTION (monthly) and BLUE BOOK OF SOUTHERN PROGRESS.**

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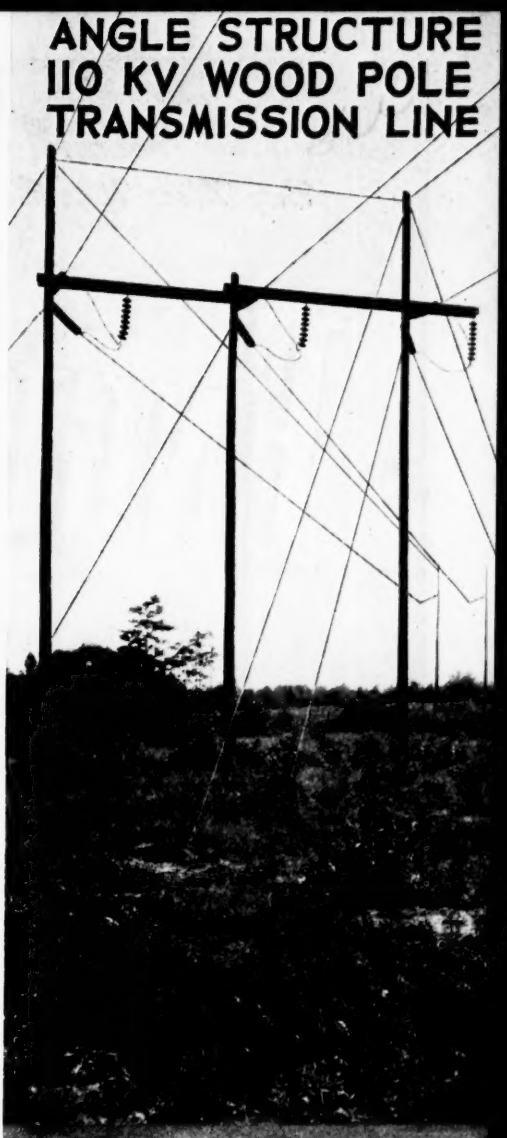
**Phone: LExington 7065**

**BRANCH OFFICES:**
**New York (1)—393 Seventh Ave., Room 1615. 'Phone: Penna. 6-3515.**
**Chicago (4)—28 East Jackson Blvd., Room 712. 'Phone: Harrison 5867.**
**Charlotte, N. C.—Sharon Hills Road, Route 2. 'Phone 3-3076.**
**Cleveland (15)—326 Bulkley Bldg.. 'Phone Main 9357.**

Subscription Rates: One Year $3.00. Two Years $5.00.
Single Copies 25c, back numbers over 3 months old 50c.

Entered as second class matter at the postoffice, Baltimore, Md., U.S.A., under act of March 3, 1879. Volume 114, Number 4. Monthly.



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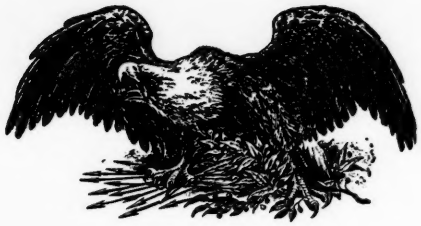


*"What Enriches the South Enriches the Nation"*

# FREEDOM

No word, in recent years, has been more misused and abused than the word that describes our dearest possession, FREEDOM. It is bandied about from mouth to ear and from page to eye by men in high places and on filthy printed sheets. It is literally used as camouflage to cover a multitude of sins and as bait to lure the unsuspecting to the trap of nefarious national schemers.

Why is this so? How is it possible?

In the mind of one American at least, FREEDOM is an individual conception. Like perfection, it is an ideal always to be striven for, towards which progress can always be made, but which can never be fully attained.

FREEDOM means different things to different people. It is not too much to say that there are as many different ideas as to what the word means as there are different people who wish it for themselves. It means one thing to the anarchist who does not believe in any organized form of social existence and quite another to the astronomer who ponders the problems of infinity.

FREEDOM is an ideal that is conceived and nurtured within each one of us who believes in individual independence of thought and action. It can come from no other source. Every attempt to impose it upon us from without is a direct contamination of its essence. The imposition of freedom by any power except personal conscience, is the antithesis of the true meaning of the word, and contradicts itself.

It has become a popular political fad to attempt to qualify the word FREEDOM, and, strangely enough these numerous qualifications all are expressed negatively. They all take the same form: Freedom from something or other.

In the case of the American mentioned above (and his is not a hypothetical case) he believes that if the concept of FREEDOM is to be broken down into various classifications it should be done in a positive manner. It should be FREEDOM TO and not freedom from. It should be FREEDOM to worship, to publicly express thoughts and opinions, to work and to play, to establish a home and raise and support a family and to perform the duties of a good citizen in peace or in war in company with other good citizens who are blessed with the same FREEDOM to do the same things.

Even a cursory examination of the two most publicized examples of attempts to popularize the misconception of FREEDOM FROM, "freedom from fear" and "freedom from want" prove that they are merely clumsy catchwords designed to fascinate and captivate the imagination of the thoughtless.

It is impossible to achieve freedom from fear by having protection thrust upon one. The cowardice of any pampered and coddled child is an illustration of this fact. Fear can only be minimized by being experienced and conquered personally. To shield from fear is to multiply the fearful and to increase their fear.

It is just about as silly to take seriously the slogan "freedom from want" because it is impossible for any two intelligent people to agree as to just what "want" is. To one "freedom from want" may be rags so long as they are sufficient to maintain bodily warmth, a place in a bread line and a cot on which to sleep in a crowded flop house. To another, it may mean two automobiles instead of one because there happens to be two people in that particular family. Want has to be experienced to be defined. Its cure must lie in the individual who wants. It must be satisfied by himself and for himself. If it is gratified for him through no effort of his own it will change from "want" to "demand" and will multiply like Texas jacks.

FREEDOM is the heritage of Americans. Its true meaning for each of us is in his own heart. Let no one with the soul and mind of a man cheapen it by asking that it be given him by others.

# TAXATION --- Recovery Problem No. 1

With increasing alarm, thoughtful men notice the trend, greatly accelerated in recent years, to convert our federal tax laws from their original purpose of raising revenue to aggressive weapons for the accomplishment of pseudo social or economic objectives. That there is such a trend in federal thinking on tax subjects is merely confirmed by the frank statement of no less an important official than the chairman of the Federal Reserve Board who proposes a special tax on the profits from the sale of capital assets acquired since January 1st, 1945.

In order to get a brief picture of Mr. Eccle's special tax suggestion, to understand the motive behind his suggestion, and most important of all his absolute disregard for the fundamental principle of taxation —the raising of revenue—, his own words are quoted; they are taken from the March issue of the *Federal Reserve Bulletin.*

"When questioned by members of the Senate Banking and Currency Committee as to what could be done to prevent further inflation of capital values, I reiterated my opinion that the most effective single instrument would be a wartime penalty rate on capital gains. Since the proposal, which was only briefly discussed before the Committee, has been widely misunderstood and misrepresented in some quarters, I feel that I should outline what I advocated and why.

"I did not propose any change in the present capital gains tax. My proposal would apply only to the sale of capital assets (as defined under the present law) acquired during a period to be fixed by Congress. My suggestion was that this period be from January 1, 1945 until such time as inflationary dangers have passed, which might be two, or possibly three years after the war. This special wartime capital gains tax would not be superimposed upon the existing tax, but would apply only to assets purchased during this period. It would not apply to real estate, stocks or other assets acquired at any time prior to January 1, 1945. These assets, if sold, would continue to be subject to the existing capital gains tax. The special tax I have in mind would impose a 90 per cent rate on capital gains derived from the sale, within two years, of capital assets acquired during the specified period; thereafter it would diminish by 10 per cent, or more, annually until equal to the existing rate. Capital losses incurred on transactions subject to the special rate would be deductible against profits.

"The special tax, like any other anti-inflation control, should be discontinued when the need for it no longer exists. Since the purpose of the special tax is anti-inflationary, revenue is not the objective and the more effective the tax, the less it would yield."

The above is a clear and unmistakable statement from a source that can not be laughed off as inconsequential. It is a frank admission that "revenue is not not the objective" and it is even more illuminating in its disclosure of its confiscatory purpose and its objective as a part of a "planned economy" when it further admits "the more effective the tax, the less it would yield."

Both Alexander Hamilton and Thomas Jefferson must lie uneasy in their graves. Goodness knows many of us lie uneasy in our beds — beds that we bought with our own money that we earned with our own toil.

# "Neither a Borrower nor a Lender Be"

When the present Secretary of Commerce was endeavoring to obtain control of the Reconstruction Finance Corporation along with the cabinet post of Secretary of Commerce he told the senate commerce committee, specifically or by implication, he would see to it that the loan agencies, and corporations of the federal government be used to finance a host of small businesses to the end that everybody might have jobs, homes, medical services, education, leisure, and insurance against old age and other hazards.

He said it could be done without disturbing the American system of private enterprise.

Let us examine whether his methods would be likely to secure a desirable quality of the human needs in the foregoing list, and whether his method would be likely to upset the American economic system.

As between the poorest and the best there is a wide difference. Will the Secretary's plan lift everybody to the best, or reduce everybody to the lowest forms of these human comforts or level all of us to an average mediocrity? Here is how it might operate:

The small business, having secured a loan from the government, may find itself unable to operate efficiently. The owner's ideas, however original and clever, may be compelled to yield to those dictated by an impractical political appointee. It is conceivable that the business thus crippled in vision and ideas will find itself unable to prosper. If this happens it will not be able to repay the government loan. In default of payment the business eventually will be taken over by the government.

Multiply a single business by many thousands, let the government foreclose them all, and you have a socialist state.

Government planners have nothing to lose by extending loans to all comers, good, bad, and indifferent. They win power when the individual fails. If the borrowers default the planners can take over. They can gradually, bit by bit, private enterprise by private enterprise, nudge our citizenry into a dictatorial form of state socialism.

# THE COMPULSORY STATE

## II

*(Reprinted by permission from The Wall Street Journal)*

ANY organization of society *can* become tyrannical. Essential laws defining rules of conduct *can be distorted* to invade the private affairs of the citizen and limit his freedom. Armed with a small authority, an over-zealous village constable can become a petty tyrant, or an over-conscientious one a fussy nuisance. Such situations do arise but they are exceptional and temporary. Under a government of limited powers, they are easily corrected.

A previous article has discussed something of a very different character, a proposed form of organization which *must* be tyrannical; in which those wielding authority *must* either rule the life of the individual in minute detail, or fail to perform the duties assigned them.

For example the Congress of Industrial Organizations has a plan to set up nationally organized industrial councils, one for each great mass production industry which would assign production quotas and guarantee markets equal to the quotas.

Obviously a guaranteed market calls for a fixed price. So we fix prices for, let us say, automobiles. It is necessary to set costs too, so wages are fixed in the automobile industry. Also it is necessary to control the price of materials which automobile makers buy. So wages must be fixed for each of their suppliers. Some place along the line it is bound to happen that workers in one industry win a less favorable situation than those in others. The less favored workers will try to migrate to the more favorable situations. To allow that would send the plan askew. Compulsion is necessary.

The workers with fixed wages will demand fixed living costs in clothing, food and rents. So there must be more compulsion. Prices from the producer down to the smallest distributor must be fixed. What started out ostensibly as a scheme for orderly marketing and continued full employment in the automobile industry, *must* reach down to control of the man who runs the corner delicatessen.

All along the line there will be people who rebel at conformance, just as the New Bedford textile workers now resist being put into tire making plants. These people will be defying the law, rather defying regulation which has the force of law. They will have to be punished.

The gentlemen of the C.I.O. will say they mean to impose none of these harsh features. Of course they do not. But when they enter upon planning they *must* impose them. The "plannee" is not the only one who loses his right of choice. So does the planner—unless he is willing to abandon the plan.

*Under the system we have known, the system where government serves society under clearly defined powers, tyranny can occur only by distortion of authority beyond its purpose. Under the system that is being proposed freedom could occur only by distortion of authority to less than its full purpose.*

---

It is important to see what *is* planning as distinct from what *may be used* by planners.

A number of governmental activities, some long established, would be useful adjuncts to the compulsory state. Observing this, many people are inclined to condemn these totally. It is important to distinguish between proposals where compulsion is inherent and where it is merely possible, and not to confuse the possibility with the necessity.

What is called the Social Security Act—it is really a limited pension system—*can* be used as an adjunct in the planned state; the possibility of using it to reward or penalize the individual is obvious. But it *need* not be so used. It can be fitted into a society where the powers of the state are limited.

The income tax is the very keystone of one type of planning scheme. It *can* be so used. It *need* not be.

Both the pension plan and the income tax can be administered under a definite set of rules laid down in advance by legislation; rules which define the obligation of the individual under all circumstances and which limit the powers of the administrators to very specific acts which can always be checked by Congress and the courts.

It may be argued that pension taxes put a burden on production and employment, which they do; that the pension plan was adopted without sufficient preparation; that its administration could be improved, or that its rapid extension without more experience would be unwise. All those statements can be supported factually. But it is quite something else to assert that the very nature of the pension law makes it foreign to a government of limited powers. It can be fitted into such a system.

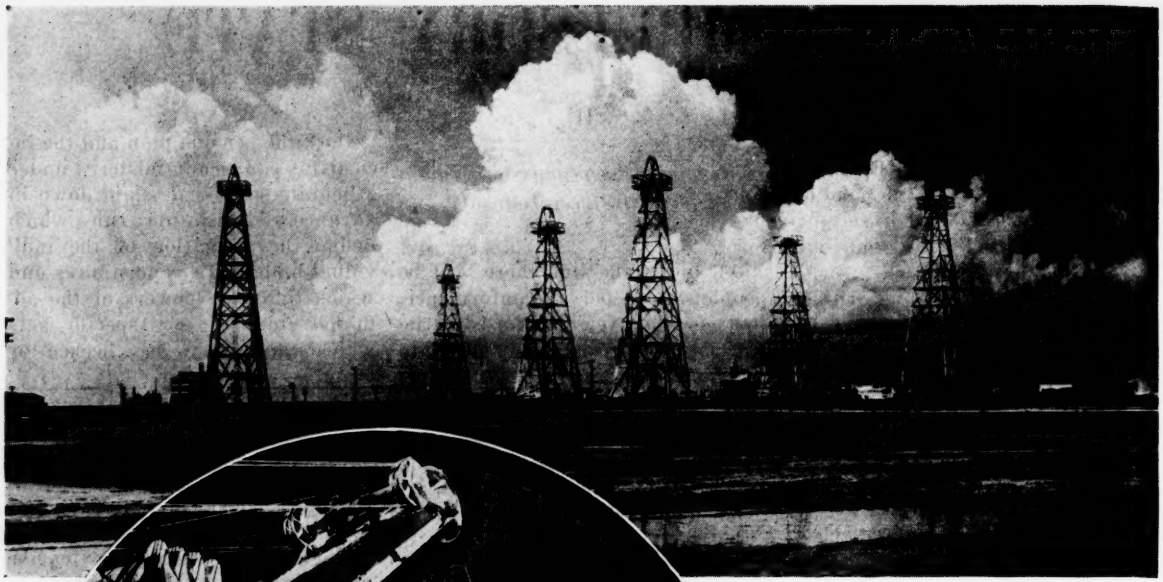
The income tax—admittedly the greatest single obstacle to material progress—*can* be used to wipe out a whole class of people or to put such a burden on private enterprise that it will die and government will take over. But it *need* not be so used.

Planners lick their chops at the mere mention of public works. But the government has been building roads, dredging harbors and controlling floods since its beginning. These things *can* be used so that government will preempt the whole economy and make us all dependent upon it. But they *need* not be so used. To retain his freedom a man does not have to continue to suffer the flood waters of a river periodically to wash away his house and government is the handiest instrument we have found to do what is necessary to curb the river.

Any set of laws badly legislated and mal-administered can be used to harass the citizen or to create chaos which will demoralize him. Even the laws to prevent theft could be so used.

*What is being set before us is not a system where bad and inefficient government would restrict freedom. It is a system where the most effi-*

*(Continued on page 80)*



*Above—Sulphur well derricks on the Mississippi River Delta.*

*Left—Loading sulphur at the Grande Ecaille mine in Louisiana.*

# THE CHEMICAL ROLE OF SULPHUR


**by**

**Lewis Mims**

*Vice President*

*Freeport Sulphur Company*

*Houston, Texas*


IT is appropriate to describe sulphur as one of the "musts" of our chemical activities, and being just as essential as oxygen it is one of the "musts" of all plant and animal life. Without it, there would be no life on this planet.

In the chemical field, atom S is a sort of Dr. Jekyll and Mr. Hyde; it plays a dual role in that it is both constructive and destructive. It is more constructive in its peacetime applications and more destructive in war. Its contradictory role is illustrated by a few well-known examples: We take sulphur out of natural gas and oil and use it again in the form of sulphuric acid to increase the film strength of lubricating oil and to purify gasoline.

Sulphur is taken out of iron and copper pyrites and used again in pickling steel and in electroplating processes. Sulphur is used to soften wood and to harden rubber, and we use it to kill weeds and grow crops. It is highly corrosive, yet is used to prepare protective coatings for metal surfaces. All of these contradictions are quite confusing to a layman but this versatile element is truly a Jack-of-all-trades and one of the chemist's most convenient tools in all of his processes.

Fortunately it is very widely distributed. Estimates indicate it forms over one-tenth of one per cent of the first ten miles of the earth's surface. From there on down this estimate is probably low. If all of this in the first ten miles could be concentrated it would form a film fifty-three feet thick over the entire surface of the earth.

This wide distribution in combination with other elements provides many sources for the recovery of the mineral in a useful form. By far the greater recovery is in the form of sulphuric acid, derived from pyrites, smelter, coke oven and other gases. True, there are a few pimples and

inactive volcanoes that provide a source of elemental sulphur, but this is less than forty per cent of the world's sources of sulphuric acid. However, here in the United States elemental sulphur, recovered from a few pimples on the Gulf Coast, on account of its purity and cheapness is used for about seventy per cent of the sulphuric acid production.

Strange as it may seem, sulphuric acid—now the bellwether of the chemical industry and the barometer of industrial activity—was first discovered only about seven hundred years ago, while the chemical use of elemental sulphur dates back two to three thousand years.

As a fumigant sulphur entered the picture about 1000 B. C. when Odysseus, a Greek cleansed the air of evil and purified his house by burning sulphur. Some nine hundred years later an Italian admiral by the name of Pliny again records its use as a fumigant: "Many are of the opinion that the odor and burning thereof will keep out all enchantments—yea, and drive away any foul fiends and evil spirits that do haunt the place."

Notwithstanding these ancient uses of sulphur, it was not until 1746 that the use of elemental sulphur in the commercial production of sulphuric acid marked the beginning of the chemical industry. About one hundred years later, in 1833, the method of recovering sulphur dioxide from iron pyrites was developed and the sources of sulphur dioxide were thereby expanded enormously. This was the real beginning of the vast industry as we know it today. The rapid development of the last one hundred years fully warrants unlimited imagination as to the development that may be expected during the next hundred years.

All wars produce great technical advances, particularly in the field of chemistry, and, just as the consumption of sulphuric acid is a measure of industrial activity in times of peace, so is a nation's capacity for the production of sulphuric acid a gauge of its ability to wage war. There is no explosive except black powder which does not require sulphuric acid in some stage of its manufacture.

The great expansion in the use of elemental sulphur or Brimstone in the manufacture of sulphuric acid during and shortly after World War I brought about improvements in processes and designing of manufacturing plants. The high purity of Brimstone and its freedom from catalyst poisons also permitted great simplification of plant design. Before this war began the United States produced and used about one-fourth of the world's supply of sulphuric acid and production has since been substantially increased. In 1915 we produced only 2,500,000 tons of acid and by November 1, 1918 this had been upped to 6,000,000. A great achievement! In 1944 we will produce about 11,000,000 tons. (One ton of acid represents about one-third of sulphur.)

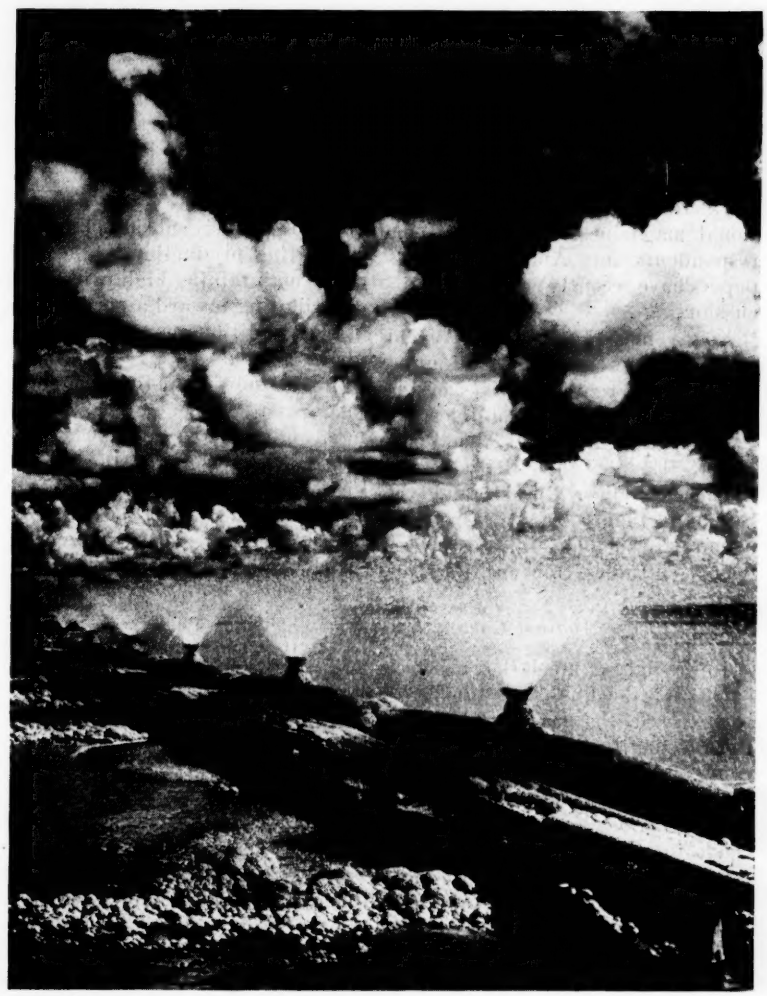
One of the outstanding achievements of the chemical industry during the present war is in the recovery of spent acid. New acid of high strength and purity is needed for the nitration of cellulose into guncotton and toluene into T.N.T. and picric acid. The resultant low strength acid is now concentrated for reuse in steel pickling baths, the manufacture of fertilizer, and other uses not requiring high purity.

Beyond the sulphuric acid stage, "the sky is the limit" in the use of atom S. Many processes combine sulphur in two or more of its several forms, beginning with crude or solid form, the gaseous or sulphur dioxide, and the acids—sulphurous, sulphuric, sulphanic and sulphonic.

The synthetic rubber industry is the most prominent in the use of both elemental sulphur and sulphuric acid. In fact, sulphur appears at least three times in the flow sheet of its manufacture: first, as sulphuric acid in forming and puri-

(*Continued on page 66*)

***Below — After melting the sulphur underground, the water is extracted from the mine through special "bleed wells," has its heat utilized and is purified by aeration and discarded.***



# OUTLOOK FOR KING COTTON

by

**Ivey E. Peebles**

MUST King Cotton abdicate? Is not his throne already toppling? Such are the questions in one form or another which are adding up to, "What are we to do about the cotton problem?" The problem is more than Southwide, it transcends National interests, it has come to be recognized as worldwide in its potential threat to international peace and security.

Last month in a convention of the Atlantic Cotton Association in Charlotte, N. C., every reported speech and resolution showed grave concern for the policy of our government in selling the American cotton surplus abroad at lower prices than the same surplus is sold to American factories. This phase of the government's cotton policy was described "as being disastrous to amicable international relations, and destined to create retaliatory price wars and the erection of foreign trade barriers."

Southern newspapers are devoting much editorial space to the cotton problem, but they do not stand alone in their concern. The New York *Herald-Tribune,* certain national magazines, and foreign correspondents of American newspapers have recently entered the discussion.

Now comes the climactic World Cotton Conference at Washington, composed of representatives of the major cotton-growing countries, the United States, Brazil, Mexico, Peru, India, Egypt, the British and French colonies, Russia, and the Sudan of South Africa. On their agenda are such questions as prices, export subsidies, and crop control.

### *The Case Against Cotton*

In the light of much that has been said, and the questions that have been raised, the case against King Cotton may fairly be stated in five counts, as follows:

1. Hand cultivation and hand picking methods are too slow and crude to permit farm labor a comparable wage scale with other industries in the postwar era of sustained high wages.

2. Synthetic fibers, including rayon and nylon, are said to be better adapted to certain specialized uses; and their increasing mass-production is bringing about their substitution for cotton at near-competitive prices per pound. The world production of rayon equalled 8¼ million bales of cotton in 1942, and a fifth of it was American.

3. Years of diminishing export business, and increased production of cotton in foreign countries, Brazil, Egypt, Peru, India, the Sudan, and several of the British and French colonial countries under conditions of cheaper labor until the point has been reached where a recapture of world markets by American grown cotton appears difficult indeed. Our share in world exports dropped from an average of 57 per cent in 1929-'33 to 42 per cent in 1934-'38, while exports from India, Egypt, Brazil and Peru expanded from 28 per cent to nearly 40 per cent.

4. Government subsidy of growers is limiting production while artificially maintaining high prices, thus contributing toward a perpetuation of the conditions named in 2 and 3 above.

5. The subsidy policy has forced large surpluses of cotton into the hands of our government. These surpluses have been unloaded to foreign spinners at an export subsidy rate four cents per pound lower than American prices to American spinners. This amounts to our financing the growth of cotton mills abroad instead of here at home, yet without becoming very effective in competition with foreign growers, who say our four-cent cut doesn't really hurt them.

### *The Case For Cotton*

Postponing discussion of these points in order to have the case presented as a whole, the rebuttal arguments in behalf of King Cotton may be stated as follows:

1. Production of cotton by the use of machine choppers and mechanical pickers has already passed the experimental stage and may be ready for postwar use on a large scale, permitting cotton production in the river valleys and the Southwestern plains at a profitable price per pound, far lower than the present "parity" price sustained by subsidy.

2. Cotton is still the favored fabric, by long odds, for numerous uses, such as bed-sheets, toweling, summer-weight dresses, and many others; and the development of a new method of binding the threads with a coating of plastics to prevent unravelling of the component fibers is said to give short staple cotton threads a tensile strength equal or superior to that of rayon threads, or the threads of cotton of the longer staples.

3. Cotton by-products hold a large and irreplaceable position in the economy of the nation. Cottonseed oil is a leader among cooking fats. Cottonseed meal and cake are vital to the dairying and beef-growing industries. Its protein is a matchless milk producer, and its equal has not yet been found for sustaining range cattle through the hard winter months between grazing seasons.

4. The chemurgic possibilities of cotton are yet only partially developed. Cotton linters are said to form a larger percentage of the cellulose of synthetic compounds than is generally known. Since linters are already pure cellulose they do not require the refining operations needed to convert wood-pulp into cellulose.

5. Cotton is the "natural" as a medium for balancing American agriculture and industry. Its scientific production will create a highly mechanized agriculture on soils especially adapted, and will release other soils to the essential purposes of reforestation and the growing of livestock and grain; and at the same time encourage more American spindles; in brief, more post war jobs.

### *Competition: Foreign and Domestic*

The potentialities of cotton surpluses for international mischief are causing deep concern. It will be remembered that Assistant Secretary of State Dean Acheson explained to

the Pace committee of the House last December the necessity for export subsidies when he said: "The occasion for this subsidy arises from the fact that we in this country maintain, by crop loans and price supports, a domestic price of cotton substantially higher than would have been the case if competitive forces had been left free to determine price. Having thus raised our domestic cotton price above the general world level, we would of course export little if any cotton at all if some sort of subsidy were not provided. Unfortunately the carry-over stocks of foreign cotton producing countries are high at this time; they are almost double their pre-war level. Under these circumstances it is not surprising that other countries have indicated quite clearly that they do not like the recent decision of our country to dispose of its surplus cotton in the world market by what amounts to a subsidy on exports."

Assistant Secretary of State William L. Clayton, one of the world's great cotton merchants, undoubtedly had the cotton problem in mind when he said to the Inter-American Conference on Problems of War and Peace at Mexico City: "We recognize that international commodity agreements may be necessary in exceptional cases of important primary commodities in which burdensome surpluses have developed or threaten to develop. Both consuming and producing countries should have representation in such agreements, which should look to the expansion of consumption and the readjustment of production, with due regard to the requirements of an expanding world economy."

Viewing the cotton problem as two-fold from the national point of view, the *New York Herald-Tribune* takes the position that one of these is temporary and the other long-range. The temporary problem rests in the world-surplus of the commodity which will exist at the close of the war. "It would be most unfortunate," says the *Herald-Tribune*, "for any one country to dispose of its holdings regardless of its repercussions on the others." Continuing as to the second phase of the subject, this newspaper adds: "But the two-price system is a consequence of artificially supported cotton prices in the domestic market, and it is becoming increasingly obvious that this cannot continue indefinitely, even if the cotton producers abandon the foreign market completely. This is because of the threat to cotton supremacy on the home front from synthetic fibers."

***Mechanical cotton harvesting machine in action.***

### *The Problem Can Be Solved*

It is evident from the foregoing that American cotton in the postwar period will face the threat of increased competition from two sources: the synthetic fibers, and foreign grown cotton. Both these competitors can be met only by a lower priced staple in this country.

To reduce the cost of production of the American staple so that the selling price may be reduced to a competitive level it is imperative that the policy of government subsidies be discontinued. Cotton can, and must stand alone on its own competitive legs in a restored economic order of private enterprise after a post-war re-conversion period.

This conclusion, it will be noted, is developed from the premise that the national wage level is to remain high. Equally important is the consideration that the South is to retain its present income level during the period of reconversion, and to enjoy a much higher total income thereafter.

Just as one who has depended upon crutches for twelve years will not be able to walk alone instantly, cotton, the artifically supported cripple, will require a period of convalescent nursing. To this end, the Atlantic Cotton Association last month proposed a tapering off process from subsidies to conversion payments. These conversion payments would enable growers in unprofitable areas to convert to other lines of farming or long-range plans for timber production, and at the same time enable those with suitable lands to improve and mechanize their operations to the end that their volume will be increased and their costs lowered. The conversion payments would be gradually decreased until a readjusted agriculture has been restored to a position of independence and self-respect. The chairman and leading spokesman for the Charlotte group, Allison H. Pell, deplored the present government cotton policy as "an ever increasing burden on the American people," since both the subsidies to cotton growers and the subsidies to exporters must eventually be paid by the American tax-payer.

### *By Whose Initiative?*

Does this country have the will to solve its cotton problem? On the pessimistic side there are those who maintain that cotton is bound up with Big Agriculture as a pressure group, along with Big Labor, and Big Business, each lobbying to get

(*Continued on page* 76)

# PLANNED PROGRESS

Mississippi's plan of locating industries, known as BAWI (Balance Agriculture With Industry), is old in that it is subsidization of industry by the state or the community; new only in the form or method of subsidy. The BAWI plan, with the authority of the state government, is a system which permits cities and counties to issue bonds, build or acquire manufacturing facilities and lease them to private enterprises at nominal charge. This is a longer step than has heretofore been undertaken by many southern communities which for several years have offered new industries subsidies in the shape of tax exemptions. Originating in the pre-war period, BAWI's immediate purpose was to relieve an emergency of unemployment, serious in Mississippi at the time. Its long-range purpose was to "balance agriculture with industry" in a cotton-growing lumber-producing area.

Leading figure in the development of BAWI was Hugh L. White, capitalist and retired lumberman, who was Governor of Mississippi from 1936 to 1940. He had long been in the timber business in Columbia, a town of 4,800 population. His enterprises included three sawmills, a veneer plant, and a box factory. The economic foundation of Columbia rested on the activities of those operations. Mr. White's discontinuance of his business brought Columbia near to economic disaster. He was able, however, through private financing, to establish a subsidy of $80,000 to acquire buildings and machinery and induce a garment manufacturer to come to Columbia. The new industry was strange to the area, but it produced payrolls for the town and markets for the adjacent agricultural interests.

When Mr. White became Governor, he embarked on a plan to save other Mississippi communities from the trouble experienced by Columbia, but this time he found means, after considerable legal difficulties, to finance subsidization through state-approved bond issues by the communities themselves. Legislation was enacted, setting up a State Industrial Commission, to administer the Mississippi Industrial Act, the BAWI plan. Part of the activities of the Commission was to advertise the plan and to attract new industrial enterprises to Mississippi.

Communities needing new industries were authorized by the Act to issue bonds for the purpose of acquiring sites and plant facilities, but there were ample safeguards to prevent any reckless acquisition of industries that would be short-lived or not suited to the community itself. Prospective new industries were first thoroughly investigated by the Commission from every angle—financial responsibility, experience in its chosen field, etc., to give the Commission sufficient information on which to base its approval, or disapproval. After approval the Commission then issued a certificate of public convenience and necessity, permitting the local community to call a bond election which must be carried by a two-thirds majority vote before bonds, usually bearing six per cent interest, were issued.

With the issuance of bonds, the Commission and the community were then ready to work with the management of the proposed new enterprise in the selection of sites, design of buildings, etc. During the period of construction, public schools, with the aid of the newly acquired industry, inaugurated a training program for those who were to be employed, assuring a fairly smooth operation from the very start of the new plant.

Rentals of completed plant facilities were usually a nominal sum, from $1.00 to $5.00 a year, with a penalty clause however, stipulating that unless the payroll was maintained at a predetermined amount the rent automatically advanced to a figure more in keeping with the usual rental value of the plant. This provision was a measure to guarantee the project would accomplish its primary purpose of industrial, commercial and financial advantages to the community.

The Commission did a thorough job of investigating and screening of applicants for sites and facilities under the plan. Over 3,800 firms applied to come to Mississippi under the Act. These the Commission screened and sifted to 300 who were apparently worthwhile, and these in turn had a going-over that further reduced the number to 60, out of which 21 certificates of necessity were finally issued. Twelve new projects, the largest of them the Ingalls shipyards, have been placed. In nine instances communities failed to approve the necessary bond issues.

The Mississippi Industrial Act under which the BAWI plan functioned, expired in 1940. By that time the weight of war industries in Mississippi was tending to balance industry and agriculture, consequently there was no really organized or concerted effort to reestablish the plan. In late 1943 and early 1944, when many States were turning to postwar planning, certain leaders in Mississippi advocated a revival of BAWI. In 1944 the Legislature created an agency, the Agricultural and Industrial Board, for purposes of postwar planning and to generally advance the industrial and agricultural interests of the State. In creating this new body, the Legislature included in the Act provisions which, with minor technical changes, reestablished the BAWI plan. Since that revival two new industries, a glove factory at Philadelphia and a hosiery mill at Batesville, have been established.

Always controversial, there are many arguments pro and con the subsidization of industry, therefore the post-war era, with its slackening of war-time industrial activities and consequent large unemployment, may give the real answer to the feasibility of Mississippi's BAWI plan. Without bias in either direction it can be reported that although the BAWI plan has not had all smooth sailing, the production story of the enterprises it has fostered, with few exceptions, has been one of attainment of anticipated results.

# OWNERSHIP IMPLIES CONTROL

ONE of the most wholesome and hopeful tendencies at Washington is the apparent disposition of the Congress to recapture its Constitutional function of lawmaking. Correcting its errors of the past, errors made under successive pleas of emergency, it is beginning to look toward the earliest possible opportunity for the abolishment of bureau-made regulations which have the effect of law but are minus the American legal virtues of deliberation and debate. Equally significant is congressional concern over the belated discovery that it has created numerous self-perpetuating corporations which, because they do not have to go to the Congress for appropriations, are arrogantly declining to render the Congress any accounting of their collections or expenditures, or of their operational policies. Some congressmen appear suddenly aware that had they gone much further in that direction they might have foisted upon the government a super-corporation powerful enough eventually to destroy the government.

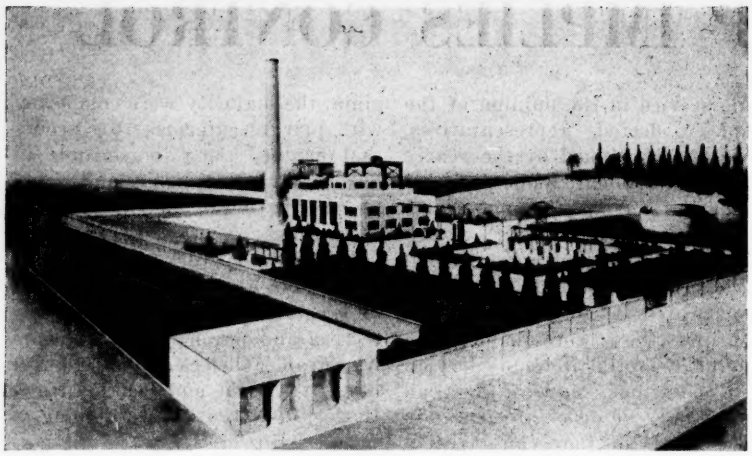
There is now on the Senate floor a bill to examine the affairs of the government corporations—businesses which Congressman Monroney, of Oklahoma, claims are several times the size of Ford, General Motors and General Electric put together. Admitting that some of these corporations are self-supporting and that some are efficiently performing vital war services, there are few citizens who will not welcome an airing of the way that these semi-secret organizations work and the amount of money they spend each year. Right now, there seems to be no one who knows even the number of government corporations which are in existence to say nothing of the billions of dollars they control.

It is a tenet of our democracy that Congress approve the expenditure of public money. Through such control, the people have something to say about the way they want the government run—if they turn thumbs down on an agency that has not carried its own weight, they kill that agency by denying it sufficient money to carry on. If the department is performing a worthwhile service in the opinion of the peoples' elected representatives, then it is continued by the yearly grant of additional funds. But this is not the way a government corporation works.

These corporations were created by government order. They were incorporated as other businesses are, and they were handed an amount of capital stock to carry on their operations. Many of them can issue bonds in order to get additional funds or they can invest a portion of their capitalization so that they receive a regular source of income without the necessity of returning to Congress for it. Of the 44 corporations recently examined by Senator Harry F. Byrd, of Virginia, the majority were competing with private enterprise for profits that enabled them to continue in business without an accounting or an explanation of their methods or their aims.

It is not the work that these organizations are performing which is under question so much as it is their secrecy and power. They seem un-American. When Senator Byrd said recently that he and Senator Hugh Butler, of Nebraska, were going to try to "clip the wings" of the government corporations by making them responsible to Congress, he was talking the language of the man in the street—the fellow who ungrudgingly pays the bills and wants to know what he's paying for.

COURT IS IN SESSION!
WE INSIST THAT THE DEFENDANT ACCOUNT FOR THE BILLIONS HE MANAGES— AND THAT HE BE KEPT ACCOUNTABLE!
CONGRESS
THE TAXPAYERS' SPOKESMAN
56 KNOWN GOVT CORPORATIONS
THE REST OF US



*Left—Preliminary construction is under way on the $1,600,000 Sarasota steam electric station of Florida Power & Light Co. The plant will have a maximum capacity of 18,000 kilowatts consisting of one turbo-generator unit operating at 850 psi gage pressure and 900 degrees Fahrenheit total steam temperature at the turbine throttle. Steam will be supplied by a single oil-fired boiler having a steam generating capacity of 200,000 pounds per hour. J. H. White is general superintendent for the company. Engineers are Ebasco Services, Inc., New York, and H. V. Street, Miami.*

# South's First Quarter Awards Placed at $310,689,000

by

**Samuel A. Lauver**

SOUTHERN construction awards during the first quarter of 1945 have mounted to $310,689,000, or fifty-seven per cent more than the accumulation for the first three months of last year. The March total of $105,628,000, while below the preceding month's total, was fifty-one per cent above the figure for the same month of last year.

Primary factors in the accelerated construction pace during the elapsed months of this year, as compared with the similar period of 1944, are the larger valuations placed on industrial projects, public building and road construction. The $176,890,000 for industrial work was up forty-seven per cent; the $68,434,000 of public building showed a twelve per cent increase, and the $13,680,000 for roads was a rise of about five per cent.

The strong position of southern construction, as revealed by the statistics for the first three months, bears out earlier estimates made by the Department of Labor that the country's construction expenditures this year would be higher than those of 1944. The estimated increase was nine per cent. Southern construction so far is six times that figure. Private building in the South is down, industrial construction, much of which is publicly financed, is far above the figure for the first quarter of 1944; public building is up, but public engineering projects show a decrease.

The current March total was second highest this year, being outstripped by the preceding month by approximately twenty-five per cent. Industrial construction with its $56,951,000 was the strongest phase of March activity. This figure for one month was higher than for the entire first quarter of last year. Public building ranked second with $26,653,000. Totals for the other categories were: Engineering construction, $13,115,000; roads, streets and bridges, $5,743,000, and private building, $3,166,000.

March highway awards were almost four times as large as the value of such contracts in the preceding month. Projects in the contract stage in two of the states were over the million dollar mark. These were Texas with $1,874,000 and Alabama with $1,770,000. Among the other important contributors to the higher highway total were: Louisiana's $488,000; Maryland's $336,000 and Oklahoma's $328,000. Awards in Arkansas, the District of Columbia and Florida were above the two hundred thousand dollar level.

The March industrial total was below the $87,597,000 for the preceding month but almost twice the $28,559,000 for this type of construction initiated in March of last year. Texas and Louisiana were responsible for projects that totaled $33,825,000 and $16,007,000, respectively.

A pipeline originating in Texas is now being built by Metropolitan Eastern Corp., at a cost of $23,500,000. Additional facilities for the Hughes Tool Co., Houston, will cost $6,000,000, including a $2,500,000 heat treating plant. The Louisiana total included a $15,000,000 toluene plant to be constructed at Lake Charles by the Defense Plant Corporation and to be operated by the Cities Service Refining Co. Kellogg Construction Co. is the contractor.

Rust Engineering Co. received the contract to construct a forging line at Birmingham, Ala., to be operated by Rheem Manufacturing Co., which has previously announced expenditure of $1,500,000 for opening a new plant in that area. The Mississippi Ordnance plant at Flora, Miss., is being reactivated at a cost of $2,040,000.

New forging and machining facilities at the Sheffield, Ala. shell plant will be built at a cost of $1,524,000 under a con-

## South's Construction By Types

| | March, 1945 Contracts Awarded | March, 1945 Contracts to be Awarded | Contracts Awarded First Three Months 1945 | Contracts Awarded First Three Months 1944 |
|---|---|---|---|---|
| **PRIVATE BUILDING** | | | | |
| Assembly (Churches, Theatres, Auditoriums, Fraternal) | $ 769,000 | $ 2,015,000 | $ 1,814,000 | $ 577,000 |
| Commercial (Stores, Restaurants, Filling Stations, Garages) | 610,000 | 2,500,000 | 1,938,000 | 314,000 |
| Residential (Apartments, Hotels, Dwellings) | 1,787,000 | 3,830,000 | 9,814,000 | 17,763,000 |
| Office | ..... | ..... | 437,000 | 24,000 |
| | $ 3,166,000 | $ 8,345,000 | $ 14,003,000 | $ 18,678,000 |
| **INDUSTRIAL** | $ 56,951,000 | $ 43,237,000 | $176,890,000 | $ 52,108,000 |
| **PUBLIC BUILDING** | | | | |
| City, County, State, Federal | $ 20,621,000 | $ 31,874,000 | $ 53,848,000 | $ 38,552,000 |
| Housing | 4,727,000 | 3,544,000 | $10,427,000 | 20,111,000 |
| Schools | 1,305,000 | 17,515,000 | 4,159,000 | 2,446,000 |
| | $ 26,653,000 | $ 52,933,000 | $ 68,434,000 | $ 61,109,000 |
| **ENGINEERING** | | | | |
| Dams, Drainage, Earthwork, Airports | $ 10,515,000 | $ 46,776,000 | $ 27,451,000 | $ 45,993,000 |
| Federal, County, Municipal Electric | 574,000 | 1,038,000 | 1,954,000 | 229,000 |
| Sewers and Waterworks | 2,026,000 | 12,075,000 | 8,277,000 | 6,336,000 |
| | $ 13,115,000 | $ 59,889,000 | $ 37,682,000 | $ 52,558,000 |
| **ROADS, STREETS AND BRIDGES** | $ 5,743,000 | $ 20,755,000 | $ 13,680,000 | $ 13,031,000 |
| **TOTAL** | $105,628,000 | $185,159,000 | $310,689,000 | $197,484,000 |

tract between the War Department and J. A. Jones Construction Co., Inc., Charlotte, N. C. About $7,700,000 will be spent there for converting the old nitrate plant for making shells. A shell project at Ensley will cost $220,000.

Armstrong Tire & Rubber Company's plant at Natchez, Miss. will be enlarged by the Defense Plant Corporation at a cost of $1,500,000. Extension of the shipping and storage facilities at the Martinsville, Va., plant of E. I. duPont de Nemours & Co. will cost $400,000, as will additional plant facilities at the New Orleans plant of Consolidated Vultee Aircraft Corp.

Neuhoff, Inc., Salem, Va. packing concern, plans a $500,000 meat packing plant at Wilson, N. C. Roxboro Steel Co., Hardin, Texas, will erect a $350,000 carbon black plant. Luscombe Aircraft Corp., Trenton, N. J., purchased a 500-acre site northeast of Dallas, Texas, where an aircraft factory is proposed. The National Carbon Co. plant at St. Louis, Mo., will be expanded by the Defense Plant Corporation, expenditure $200,000.

The $176,890,000 for industrial awards made in the first three months of 1945 accounts for over fifty-six per cent of the total for all construction as reported during that period for work below the Mason and Dixon line. In addition to the March projects already listed, some of the major 1945 projects proposed and placed under contract are:

$22,000,000 nylon salts plant, Orange, Texas, E. I. du Pont de Nemours & Co.

$17,926,000 heavy duty tire and tube plant, Tuscaloosa, Ala., to be operated by B. F. Goodrich Rubber Co.

$11,000,000 tire plant, Nashville, Tenn., Goodyear Tire & Rubber Co., Akron, Ohio.

$8,000,000 addition to the Karnack, Texas, ordnance plant, to be operated by Monsanto Chemical Co.

$20,000,000 plant at Port Arthur, Texas, for converting waste oil into chemicals. Jefferson Chemical Co., subsidiary of American Cyanamid Corp.

$6,000,000 tire plant, Houston, Texas, Kelly-Springfield Tire Co., Cumberland, Md.

$3,500,000 fiber container plant, Pine Bluff, Ark., American Containers Corp., subsidiary of American Can Co.

$3,000,000 pulp plant, Memphis, Tenn., for Buckeye Cotton Oil Co.

$2,500,000 bag loading plant, Talladega, Ala., for War Department.

Chemical facilities expansion Paducah, Ky., and Weldon Springs, Mo., for War Department, cost over $2,000,000.

$1,600,000 power plant, Sarasota, Fla., Florida Power & Light Co.

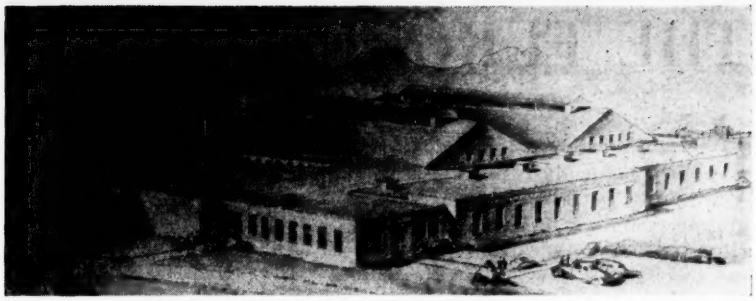
$1,500,000 chemical plant, Natrium, W. Va., Goodyear Tire & Rubber Co.

$1,500,000 expansion, Waco, Texas plant of General Tire & Rubber Co.

$1,200,000 carbon black plant, Sunray, Texas, to be operated by Continental Carbon Co., New York, under contract with Defense Plant Corporation.

$1,000,000 cold storage plant, Memphis, Tenn., for Memphis Cold Storage Co.

Multi - million dollar phenothiazine plant, Houston, Texas, subsidiary of E. I. du Pont de Nemours & Co.

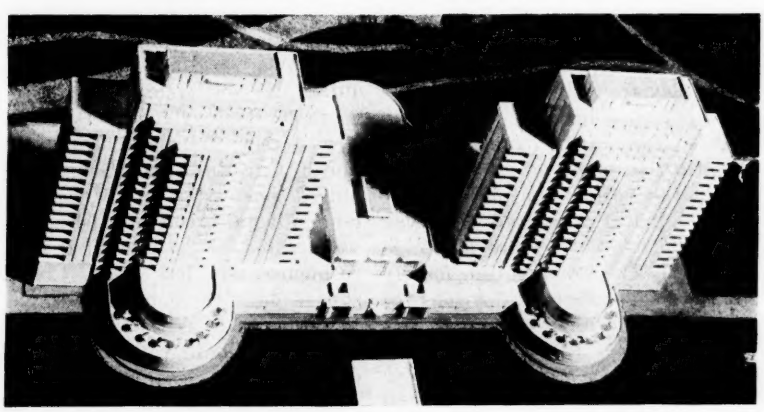


*Above—Drawing of the big poultry plant being constructed at Salisbury, Md., by Eastern Shore Marketing Cooperative, Inc. Designed to handle and freeze 24,000 birds daily, the plant will consist essentially of a dock and station for receiving the live poultry, two large feeding rooms, a shackling room where the chickens are attached to an overhead chain, a killing and picking room where the feathers are removed chiefly by automatic machines and partly by hand, and an eviscerating room where the chickens are opened and cut for various sized retail packages. There will also be cold storage rooms and a quickfreeze room, where some of the plant's output will be hard-frozen before shipment. A shipping room, offices and boiler plant complete the layout. C. W. Huff, Jr., of Richmond, Va., is the architect; Consolidated Engineering Co. Inc., of Baltimore, Md., the contractor. The Eastern Shore Marketing Cooperative is headed by Harry H. Rieck.*

## South's Construction By States

| | March, 1945 | | Contracts Awarded First Three Months 1945 | Contracts Awarded First Three Months 1944 |
|---|---|---|---|---|
| | Contracts Awarded | Contracts to be Awarded | | |
| Alabama | $ 7,110,000 | $ 2,582,000 | $ 78,072,000 | $ 15,905,000 |
| Arkansas | 578,000 | 4,353,000 | 975,000 | 893,000 |
| District of Columbia | 6,098,000 | 950,000 | 12,156,000 | 7,379,000 |
| Florida | 4,103,000 | 8,984,000 | 18,443,000 | 26,613,000 |
| Georgia | 1,192,000 | 22,170,000 | 6,074,000 | 10,001,000 |
| Kentucky | 313,000 | 4,935,000 | 3,972,000 | 2,697,000 |
| Louisiana | 17,047,000 | 24,854,000 | 21,599,000 | 14,939,000 |
| Maryland | 1,872,000 | 3,846,000 | 10,273,000 | 13,462,000 |
| Mississippi | 5,438,000 | 3,906,000 | 11,130,000 | 3,548,000 |
| Missouri | 1,492,000 | 11,567,000 | 4,338,000 | 3,910,000 |
| North Carolina | 1,755,000 | 5,846,000 | 6,332,000 | 6,075,000 |
| Oklahoma | 633,000 | 685,000 | 2,010,000 | 10,744,000 |
| South Carolina | 1,113,000 | 7,442,000 | 3,904,000 | 6,145,000 |
| Tennessee | 1,072,000 | 1,583,000 | 17,182,000 | 6,456,000 |
| Texas | 50,609,000 | 65,589,000 | 102,169,000 | 39,219,000 |
| Virginia | 5,091,000 | 14,822,000 | 11,881,000 | 20,532,000 |
| West Virginia | 112,000 | 1,045,000 | 179,000 | 8,966,000 |
| TOTAL | $105,628,000 | $185,159,000 | $310,689,000 | $197,484,000 |

*Below—Perspective of the $20,000,000 Diplomat, luxury hotel planned for Garret Park, Maryland community about fifteen minutes ride from the Nation's Capital. Spacious ballroom, dining rooms, a theatre, a year-round ice skating rink, hundreds of flower beds, tennis courts, golf links, swimming pool, bridal paths, and many other features will be included in the big project, which is being designed by Frank Grad and Sons, architects of Newark, N. J., and Washington, D. C., and will contain apartments ranging in size from a studio room and bath to grandiose layouts of eleven rooms with four baths. A colony of separate dwellings probably fifty in number is part of the plan, as well as a corridor of shops to cater to guests expected to include statesmen, sportsmen, industrialists and others of distinguished rank. The Diplomat will be under direction of Gaston Lauryssen, vice president and managing director.*



# THE FURORE OVER THE POLL TAX

by

**Jesse B. Sager**

*Vice President,*
*Missouri State Society*
*Sons of the Revolution*

IT is so evident that political capital is being made by misrepresentation of the poll tax issue, that a proper understanding should be had of the original purpose of this measure, which was actually to extend the privilege of suffrage not to restrict it.

Article I, Section 2, Paragraph 1, of the United States Constitution provides that representatives shall be elected by the people in the several States "who shall have the qualifications for electors of the most numerous branch of the State legislatures."

At the time that the Constitution was adopted, this distinction was of importance since many States had different requirements for electors for the upper and lower branches of the legislature.

The theory that suffrage is a natural inherent right, belonging to every citizen, is now generally discredited. Political rights are not essential to citizenship. The Supreme Court has held (U. S. vs Rhodes, US 28 Fed. case 16151) : "The fact that one is a subject or citizen determines nothing as to his rights as such. Citizenship has no necessary connection with the franchise of voting or indeed with any other rights, civil or political. Women, minors, and persons non compos are citizens and not the less so on account of their disabilities (of voting)." See also Minor vs Happersett—21 Wall. 162.

The elective franchise is a privilege rather than a natural right. The authority which grants the right may also withdraw it. On the other hand, some States and many municipalities permit persons to vote who have no claim to citizenship, but because they are residents and possess the other qualifications.

It is clear that the framers of our Constitution made no effort to reconcile the voting qualifications of the original States and this was wisely left to each State to decide for itself. The Constitution merely required the same qualifications for electors for Congressmen as was required in the State for its lower house.

An examination of early colonial electoral qualifications is of interest. In addition to property qualifications, there were religious and moral tests. In most States suffrage was limited to white men, although in some States, even in the south, negro freemen could vote; for example, free negroes are recorded as voters in colonial South Carolina. In most of the colonies Roman Catholics could not vote, New Haven and Maryland being exceptions; New York excluded Catholics in 1701, Jews in 1736. Massachuetts excluded the Quakers; Virginia alone specifically excluded women. At the time the Constitution was adopted, ALL States required payment of taxes or ownership of real or personal property. As to property requirements, Rhode Island stipulated that voters must possess "competent estates," this was later determined at $500. New York required voters for members of the lower house to be "freeholders" of an estate valued at 20 pounds or to

**agitators stir race trouble on question**

pay a rental of forty shillings, but to vote for State Senator required the possession of an unencumbered estate of 100 pounds. Massachusetts, Delaware, and Maryland required the ownership of an estate of $200; Pennsylvania, Delaware, New Jersey, Maryland, North and South Carolina and Georgia required possession of 50 acres of land. Virginia required 100 acres if untenanted, or 25 acres if it had a residence not less than 12 feet square built thereon and occupied. Wilmington was more exclusive, only those could vote who had occupied for at least three months prior to election a brick house, at least 16 feet wide and 20 feet long.

It is no wonder, with such diverse requirements, when the Constitution was framed in 1787, suffrage was left to each State to determine for itself, and to modify their electoral qualifications when and as they saw fit.

### *Broadening the Suffrage*

Gradually and slowly there has been a broadening of the suffrage. Instead of a property-owning qualification, we see a tendency to substitute a tax-paying requirement, so a poll tax at a nominal sum was designed and widely adopted NOT to restrict the ballot but actually to broaden and extend it to citizens who did not own property. From time to time the poll tax requirement was repealed too in most but not all the States, but at their own discretion as intended.

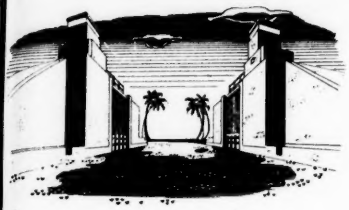
The 14th and 15th amendments to the Constitution did not extend the suffrage to negroes, it merely prevented discrimination because of color. A requirement, at times resorted to, that to vote one must be able to read and write, or to understand any section of the Constitution, or to pay a poll tax, or any other requirement, is permissible and just if applied to both whites and negroes. The evil results from negro suffrage during reconstruction has always caused Congress to hesitate before again interfering in affairs peculiar to the States of the extreme South.

Now we have agitators stirring up racial animosity by misrepresentations about the poll tax, pretending it was adopted to deprive them of their rights, and urging them to demand their "rights" and stirring up ill will in general.

Others merely are trying to outlaw the poll tax by means of circumventing the Constitution, just to break down that barrier little by little.

There is only one right way to eliminate the poll tax as a requirement for electors for Federal office, that is by Constitutional Amendment. Let us do it in the American Way.

# THE EVERGLADES



THE Everglades, vast and mysterious, with constant allure and fascination for old and young alike, comprising more than four million acres, the greater part of which has never been placed under cultivation, probably contains more highly productive, and extremely fertile, soil than any other area of similar size in the world. The first glimpse of the area is usually surprising to the visitor, but the name itself, The Everglades, is fully descriptive—a glade forever and ever, as far as the eye can see.

By treaty of cession dated February 22, 1819, the Kingdom of Spain ceded to the United States all territories known as East and West Florida and by Act of Congress in 1821 the Territory of Florida was formed. On March 3, 1845, the state of Florida was admitted into the Union on equal footing with the original States. Immediately following statehood the Legislature, in 1845 and again in 1848, directed attention to the potentialities of the Everglades. The Secretary of the Treasury of the United States instructed Buckingham Smith, renowned world traveler and explorer, of St. Augustine to prepare a report on the Everglades, which was submitted under date of June 1, 1848. From the days of earliest explorations, the search for the key to unlock the potentialities of the Everglades has intrigued those who have known the region. That the early explorers glimpsed the answer is disclosed in the report of Buckingham Smith. That the search has ended is attested by the achievements of the past fifteen years.

Ever since the ceding of the Everglades to Florida by the Federal Government, under the terms of the Swamp and Overflowed Lands Act of 1850, by which Florida was obligated to drain and develop the area, interest in suitable crops has been continuous. Due to the subtropical climate of the section, sugarcane has been one of the crops toward which great interest has been displayed. More recently attention has been directed to root crops, vegetable oils, livestock, essential oils, fibers and other crops, as well as methods of preparation for the ultimate market. Owing to the high nitrogen content of the soil, the almost ideal climatic conditions, the flat terrain and methods of water control, agriculture in The Everglades varies from the practices followed in other areas.

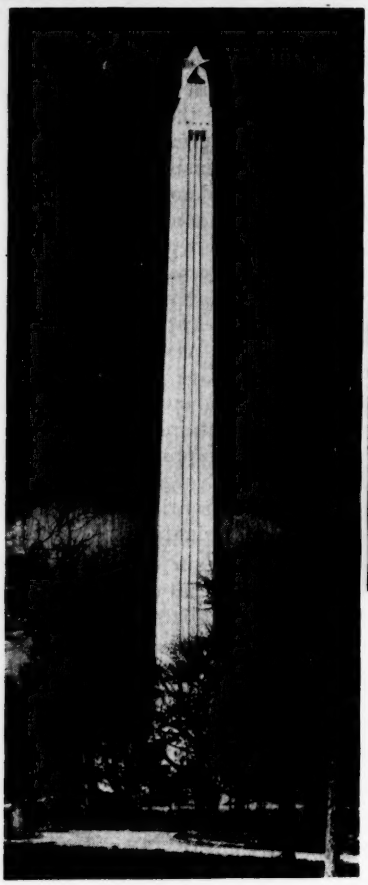
The great, flat, practically treeless, expanse that is the Everglades has been centuries in the making. The region has been built by the continuous growth and decay of lush vegetation and by silt carried by flood-waters from the highlands. Lake Okeechobee, the largest such natural body entirely within the confines of a single state and, next to Lake Michigan, the largest body of fresh water in the United States, is the liquid heart of The Everglades. The Lake is the receiving basin for the drainage run-off from a watershed of some 5,300 square miles, extending from the highland section of the State southerly through Kissimmee River Valley. The Lake is circular in form, being roughly 37 miles long by 31 miles wide, with a shore line of 135 miles, and covers an area of 730 square miles. The contours of this basin recede from its shores to the Lake bottom, which lies at mean sea-level. The waters of this basin originally overflowed its southern rim, inundating the land area of some 4,000 square miles to the south, thus forming a secondary basin within the confines of the sand dunes and rock reefs which form the borders of the southern portion of the peninsula of Florida.

With an annual rainfall of more than 55 inches, being the natural outlet for a drainage shed of over 5,000 square miles to the north, being less than 20 feet above sea-level and having a slope to the sea considerably less than that necessary to maintain a gravity flow of surface water, the area has problems not encountered in other areas but at the same time these factors create conditions of great value and importance to intensive agricultural development and operation. The land around the southerly shore of Lake Okeechobee is protected by the levees, locks, gates and other structures erected for the Okeechobee Flood Control Authority by the United States Army Engineers. When facilities are provided to assure adequate surface drainage the problem of maintaining the correct water table is simplified. The better practice in the Everglades is "water control" as differentiated from both drainage and irrigation.

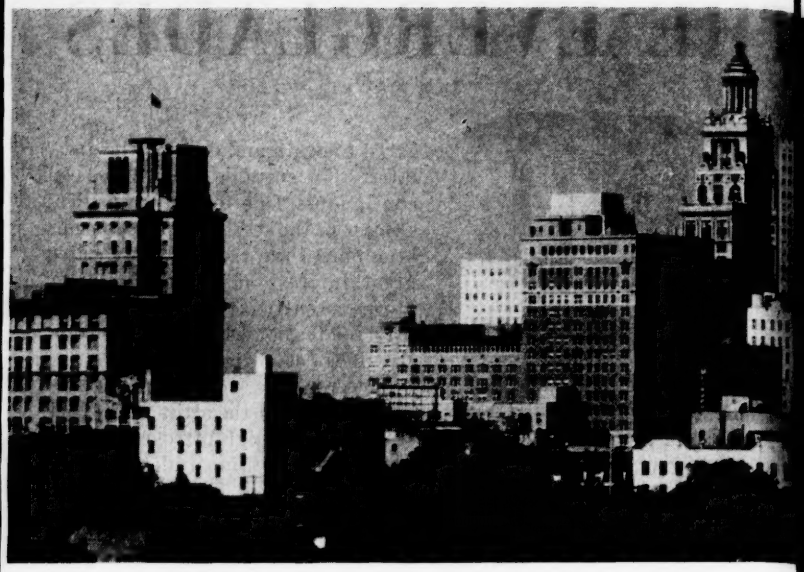
Drainage of surplus waters is through the arterial canals of Everglades Drainage District, which District comprises some 4,500,000 acres. Localized water control is provided by so-called "Sub-drainage District" by means of embankments around their exterior boundaries, to shut out extraneous waters, together with a system of lateral ditches, spaced at half-mile intervals, connecting with a collecting canal leading to a central point at which is located a pumping station. Such pumping stations are so equipped as to be capable of pumping excess water out of the area or pumping water into the area should the water table fall below its optimum point. The main arterial canals serve not only as a means of drawing water from the land under cultivation, but they can also be used to supply water for such lands and to regulate the height of the water in Lake Okeechobee.

To obtain the greatest value from the water-control facilities the plantation owner must provide addi-

(*Continued on page 64*)



*San Jacinto Memorial.*



# HOUSTON

## The Texas city that brought the sea to its door

FIFTY miles inland from the Gulf of Mexico lies the port of Houston, Texas, surpassed in ocean-going tonnage only by New York and Philadelphia, and ranking third among American ports in 1940, the last year for which, because of security reasons, import-export figures are available.

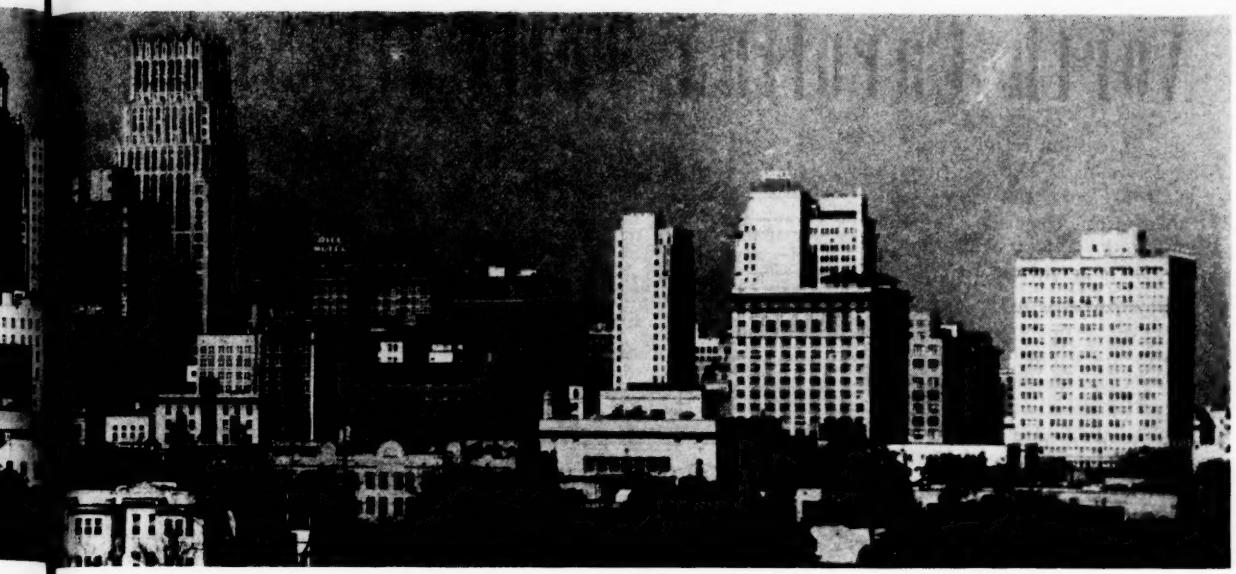
Comparatively new among the ports of the world—Houston was opened to deep sea traffic in 1915—the growth of Houston's ocean tonnage can best be described as phenomenal. In a scant thirty years private industry has expended over $300,000,000 on facilities in the Port of Houston area, making of the city an industrial center as well as a great ocean terminal. To handle the traffic of the port, Houston has provided wharves, piers, public terminals, grain elevators, a belt line railroad and other facilities costing over $15,000,000. A recently authorized bond issue of $5,000,000 will provide funds for additional improvements and expansion that will assure a stable position in the post war era.

In the early years of Houston's emergence as a seaport, cotton was the principal article of export and shipment to the eastern textile manufacturing centers, but it was not long before the great petroleum industry of Texas was availing itself of the port's advantages, especially its proximity to some of the greatest oil-producing fields in the world. Great tankers shuttled in and out the port on almost trolley car schedules. And during this period vessels of other nations entered to discharge their cargoes of coffee, jute, rubber, sugar, nitrates, tin, sisal, silks, tea and hundreds of other wares of commerce from all parts of the world.

It is not alone to the port that the people of Houston look to the era of peace for continued stability and prosperity. Hand-in-hand with port development has gone industrial expansion of assured permanence. Great oil refineries, synthetic rubber plants, cement mills, chemical plants, ship yards, fertilizer factories, blast furnaces, steel rolling mills and many of widely diversified industries have located in Houston and the immediate vicinity. In Harris County, and Houston is most of the county, there are 960 manufacturing plants making 2,880 commodities, employing 117,000 people, with annual payrolls of $335,000,000.

To enumerate the natural and material advantages possessed by Houston would require more space than is available. Houston is the administrative center of one of the most extensive petroleum developments the world has ever witnessed. One of the most significant developments in Houston and the Gulf Coast area has been the vast synthetic rubber industry. Approximately 80 per cent of the nation's sulphur is mined within a radius of 100 miles of the port of Houston. Carbon black, natural gas, salt, caustic soda, wood fibers and other ingredients that enter into the manufacture of tires make this a logical center for the production of tires and other rubber articles to be in great demand with the coming of peace.

The $47,000,000 Sheffield Steel plant at Houston, now 100 per cent engaged in the production of steel



*The Houston skyline.*

for the armed forces, will be converted to production of plates, wire, structural shapes, nails, sheets and hardware, at war's end. The Lone Star State's iron ore deposits assure this great plant ample raw materials for years to come.

Houston's vast supply of very low cost natural gas, ample industrial water supply, low cost electric service, and deep water port, with 18 rail outlets, and hard surfaced highways reaching every section of the Southwest makes the city a strategic center for manufacturing and distributing.

A new method of rice conversion which adds tremendous nutritional value to this staple food is being utilized to change the eating habits of the Armed forces. Converted rice is produced at the only mill of its kind in the country; this mill is in Houston, in the heart of the Gulf Coast rice growing section. Production is now 200,000 pounds daily and is soon to be doubled.

Houston's industries, with but few exceptions, are designed for post-war production. Industrialists and manufacturers looking toward their post-war markets realize the necessity of allocating available civilian supplies on the basis of current population demands, and it is to be noted that while the civilian population of the country has declined 3.1 per cent since 1940, the increase in Houston has been 60 per cent.

**In 1940** Houston's population was 384,514; Census Bureau estimates in January of 1944 raised the figure to 460,000, while War Ration Book 4, issued the latter part of 1943, showed 615,539 people living in Harris county, and Harris county is mostly the city of Houston and its suburban area. The local utilities company now estimates the 1945 population of the metropolitan area of Houston to be 612,000.

Not content with being a great cotton and oil port, as well as the site of greatly diversified industries, Houston, in the past few years, has developed a cattle market of no mean proportions. In 1932 no hogs were marketed there at all, while a scant 50,000 head of cattle were handled; by 1944 541,000 animals were marketed in Houston pens and abattoirs.

As is true of all great industrial centers, Houston's energy is bent toward the winning of the war, yet time is found to maintain Latin-American contacts as a basis for firm trade with our southern neighbors when such trade is again possible. The Chamber of Commerce has prepared special literature, in Spanish, for distribution to the South American countries.

*(Continued on page 64)*

*The Houston ship channel.*

# North Carolina Tells Its Story

North Carolina's State Advertising Division is an idea that can be profitably copied by other states of the South. Organized in 1937, the Division is under the active management of Bill Sharpe, an experienced newspaper man and editor with a thorough knowledge of North Carolina, of news values and the workings of the daily and periodical press, qualifications that have enabled the Tar Heel State to get the wide attention which has been given it in recent years.

No pioneer in state advertising and publicity, North Carolina nevertheless set a pattern for operation which might be studied by the many southern states which are now contemplating promotion efforts for postwar development. Already some 30 states have advertising funds.

The North Carolina Advertising division (a unit of the Department of Conservation & Development) started out with some sound notions. To shape policies, the then Governor Hoey appointed three experienced newspaper publishers and editors on the advertising committee, with an auto club executive as the fourth member. They in turn picked a newspaperman to open the new office—who, incidentally, had opposed Governor Hoey in the Democratic primary, a choice which gave the new bureau a non-political flavor.

That year at the N. C. Press Association meeting, this committee put it right up to their fellow publishers. Not a cent of the advertising appropriation was to be spent in advertising media *inside* the State of North Carolina. The Association voted unanimously to agree not to solicit any of the money—thus forever banning any political raids on the fund as payment for political support.

In advertising copy, the division has steered away from extravagant phrasing, and has chosen for its copy media of proven circulation and merit.

Copy has been varied, but the appeal has been (1) To industry (2) To agricultural home-seekers and (3) To the tourist. In the past two years, the campaign used 16 magazines and 32 metropolitan newspapers, with a total audience (in the two years) of nearly 90,000,000.

*Bill Sharpe*

Copy is prepared and placed by Eastman-Scott of Atlanta.

Since 1937, 168,000 direct inquiries resulting from this campaign have been answered by the division, with booklets, pamphlets, maps, and individual letters used for follow-up. The department's Commerce & Industry Division has handled hundreds of business prospects, located or helped locate scores of them.

Results of the campaign are not to be found in tabulation of figures, however, because the division conceives of North Carolina as an everlastingly going concern, with a future which projects beyond the life of a display ad, or the limits of a single advertising appropriation.

In the last two years, for instance, it published and distributed exclusively to service men a quarter million special pieces of literature, with the very logical notion that some of these men some day would be hunting a place in which to live and grow

It keeps in constant circulation 32 prints of its own state movie (a gift of Tobacco Heir Richard J. Reynolds) as a reminder to the outside world of the shape and content of North Carolina. It made and presented to the U. S. Army 10 prints of this film for showing overseas.

**"Tar Heel" State points the way for profitable state publicity**

And when school kids from all over America write in their scrawling notes for information on North Carolina, it tries to satisfy this curiosity with the hope that it is planting an idea in some youngster who one day might become a leading citizen of its commonwealth.

These are the long-look aspects of a campaign which is not too concerned with making a hasty and flashy showing.

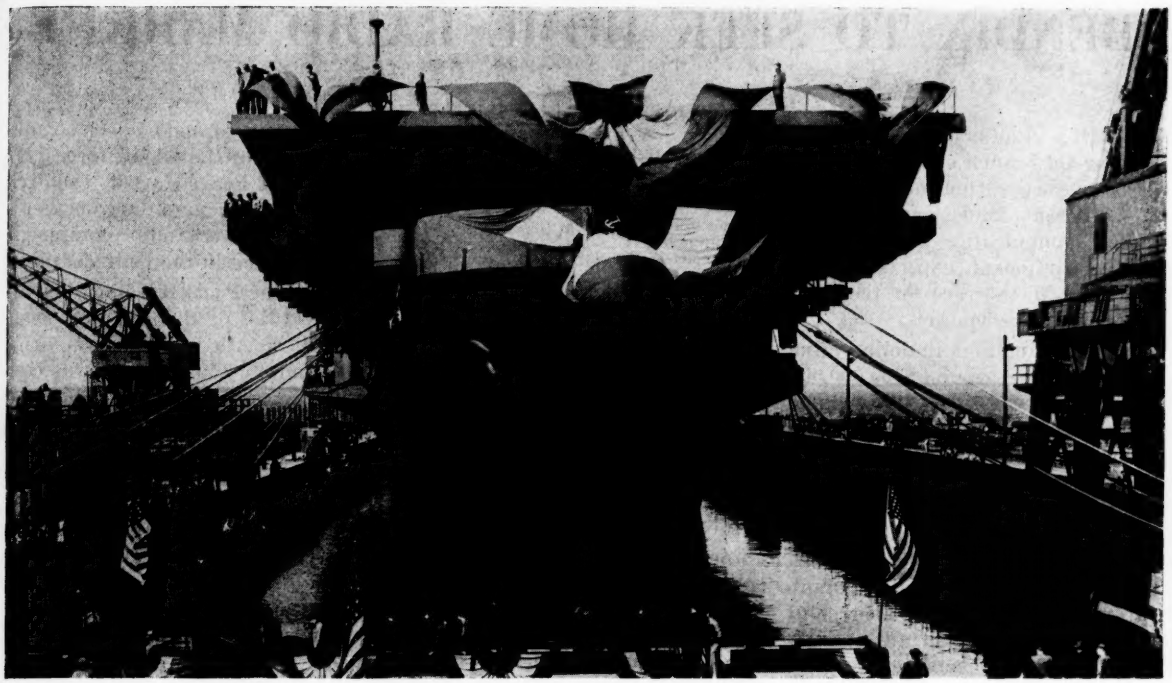
In the operation of its News Bureau, an arm of the Division, the same attitude may be discerned.

From the bureau flows a constant stream of stories which broadly present North Carolina enterprises and places and personalitiies, the sum effect being to demonstrate what the division thinks is a fact: That North Carolina is an interesting and progressive state, meriting the reader's attention.

Such a presentation takes singular and unpredictable turns, and often seems only remotely related to what is commonly thought of as publicity. One week, the feature from the News Bureau might be an article on the mica industry, the next might tell about a pony penning on the Outer Banks, or the annual Lord's Auction at Thanksgiving, N. C. Because the state is rather sprawling, the result is such an infinite variety of material that it escapes the baleful monotony which so often callouses an editor to publicity.

From the start, the division went in heavily for pictures, and now boasts over 30,000 negatives in its file. Ten thousand prints are sent out annually—not only to syndicates, newspapers and magazines, but to text-book publishers, calendar makers, house organs or anyone who will publish them.

Once, Irvin S. Cobb made the remark: "All North Carolina needs is a press agent." Its press-agent's division is now costing $80,000 a year, and there is considerable evidence that Mr. Cobb was partly right.



*The 45,000-ton U. S. S. Midway, Queen of Aircraft Carriers.*

# NEWPORT NEWS YARD LAUNCHES BIGGEST CARRIER

THE U. S. S. Midway, queen of aircraft carriers and the largest in the world, was launched last month as the ninth floating plane base built at the Newport News, Va. plant of the Newport News Shipbuilding and Dry Dock Co. since late in 1941. Mrs. Bradford Williams Ripley II, of Dayton, Ohio, christened the 45,000-ton vessel, the first of its type.

Third ship to be so named, the Midway was floated from a giant graving dock forming part of the Newport News plant, where other carriers launched in the last four years included the Essex, Yorktown, Intrepid, Hornet, Franklin, Ticonderoga, Randolph, and Boxer. The 35,000-ton battleship Indiana and eight cruisers — Birmingham, Mobile, Biloxi, Houston, Vicksburg, Duluth, Amsterdam and Portsmouth — are also products of the plant.

The Midway was floated in the dock where she was built. When winds prevailing at the 9:43 a.m. launching time died down, she was towed by seven tugs from the dock to the outfitting berth. In a flotation launching it is necessary to remove all the stage, whereas in a slide launching only a portion must be taken down. The sponsor christened the ship from a barge positioned at the bow and connected to the head of the dock by a ramp.

Newport News-constructed ships have participated in the great battles of this war. The Maryland, Pennsylvania, and the West Virginia, all of which were damaged in the Pearl Harbor attack, were products of the Newport News Shipbuilding and Dry Dock Co. The Cruiser Houston, built in 1930, was lost in the Sunda Strait between Sumatra and Java. The Yorktown, built in 1937 was lost as the result of the Midway battle. The Hornet, lost off the Santa Cruz Islands was also a Newport News ship. Others have also borne the brunt of battles with the Japanese.

*Mrs. Bradley W. Ripley, II.*

More than four hundred ships of many kinds and sizes have been constructed at the Newport News yards since the first, a tug named Dorothy was delivered in 1891. The first aircraft carrier constructed at the plant was the U. S. S. Ranger, delivered in 1934. In fact, naval history can be traced through the roster of ships built in the great yard at Hampton Roads.

First navy ships delivered by the Newport News company were the Nashville, Wilmington and Helena, gunboats finished in 1897, just before the Spanish-American war. The first battleship was the Kearsage built in 1900 and in recent years in use as a crane ship. Other naval vessels built in more than five decades of shipbuilding include a monitor,

(*Continued on page 62*)

# BENDIX TO SEEK HOME RADIO MARKET

**Now makes many varieties of war equipment, direction finders**

BENDIX Radio division, eight-year-old branch of Bendix Aviation Corporation now making 128 different kinds and types of radio communication and direction finding equipment, expects to be a contender in the race for the post-war home radio market.

Now ranking high in dollar value of production—around $150,000,000 or seventy-five times its 1938 volume—the division has announced that a complete line of AM and FM radio receivers and radio-phonograph combinations will be made as soon as the military situation will permit.

Bendix developments in very high frequency (V.H.F.) radio communication for railroad use also point to a second and important activity that may employ many of the division's present workers after the war.

Seven American railroads have participated in joint trials seen leading to "wireless" train control. These tests are now continuing from coast to coast under direction of a special sales and engineering organization assembled for the purpose.

The story of Bendix Radio's rise to a position as one of the leaders in radio is one of the sagas of the radio industry. Bendix Radio as a division of the Bendix Aviation Corporation, stemmed from four predecessor companies formed in the early days of radio. In the first few years of its existence, production was in very small quantities compared to Bendix Radio's present huge war output.

Bendix engineers cooperated with the commercial airlines, the United States Air Forces and the science departments of American universities in developing more efficient aircraft radio receivers and transmitters, ultra high frequency and microwave equipment, aircraft instrument landing systems, precipitation static dissipators and other advanced devices, long before Hitler's push into Poland.

In 1937 the first high-power aircraft TA-2 Transmitter, as it is known—an 8-channel, 100-watt, crystal-controlled type with channel selection completely automatic from the cockpit—was made by Bendix Radio for Northwest Airlines. It has since been used extensively by the British and our own armed forces.

Engineers from the division spend many months in the field—both in the United States and abroad—studying airline needs and equipment. An 8-channel receiver, a beacon receiver, and a low-powered transmitter were developed for airline use, and the engineers went along on test flights all over the world—in Europe, South America and on the KLM Route between Holland and Australia.

Three years' engineering work went into the Bendix Instrument Landing System, starting with the first blueprints and including a final period when four engineers from the division were assigned to the Oakland Airport in California to work closely with United Airlines on the perfection of the Bendix system.

Another highlight in the Bendix history was a right-left indicating radio compass and direction finder for the AAF, work on which was also begun in 1937. In the same year scientists from Purdue University joined with Bendix Radio engineers and representatives from United Airlines in research on precipitation static in aircraft radio, and developed the United Airlines static suppressor cartridge, a product which the division has since built in large quantity.

In 1939 Bendix Radio engineers obtained comprehensive data on aircraft in flight over long distances, both over continental United States and the Atlantic Ocean. Early in that year they had set up a field station at College Park, Md., where they developed and tested a special type of high frequency direction finder.

Then, almost overnight Bendix Radio began to make special radio equipment for British air forces. By the time of Pearl Harbor, the division was producing a large percentage of aircraft radio equipment manufactured in the United States.

Following Pearl Harbor, when all home radio production was suspended in April, 1942, the entire radio industry in America was converted to production for the armed services. Bendix continued to manufacture more ultra high frequency radio equipment and radio compasses than any other company, according to W. P. Hilliard, general manager of the division.

"Because we had the most extensive resources of research and manufacturing experience in tested pre-war equipment," Mr. Hilliard said, "this division, as a major factor in the industry, was called upon to shoulder greatly increased production responsibilities when America entered the war.

"Some 90 per cent of the current production of the Radio division is in secret devices which represent engineering, research and many actually new developments in the radio field that will provide the basis for new standards of quality in home reception."

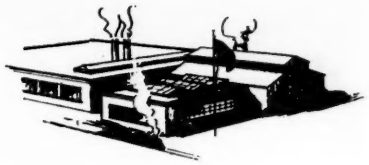
Bendix Radio production engineers believe that mass-production for war has pointed the way to assembly-line production of high quality home radios at a price well within the average person's peacetime pocketbook.

One of the division's four plants in the Baltimore area is a special tooling plant in south Baltimore. Here, methods engineers have created more than 8,000 special tools and machines to speed war production in the other three plants.

At the beginning of the war, Mr. Hilliard pointed out, no shortage was more acute than that of radio technicians and workers. Bendix vestibule and "know-how" schools in radio skills and theory have trained 3,200 Bendix Radio workers, taught employees of Bendix to make radio sub-assemblies, educated sub-contractors, and trained 1,358 men of the AAF and Air Transport Com

*(Continued on page 68)*

# Southern Industrial Expansion in March



## ALABAMA

**ALEXANDER CITY**—Garage — Clyde C. Pearson, Archt., Montgomery, plans garage for Dobbs Chevrolet Co.

**BIRMINGHAM**—Warehouse — A. L. Sullivan, 704 South 48th St., has contract at $65,652 for construction of warehouse; Reconstruction Finance Corp., owners.

**DOTHAN**—Warehouse — Security Bonded Warehouse, c/o W. W. Gregory, receives bids April 6, for construction of bonded warehouse; brick, one-story, concrete floors, etc.

**DOTHAN**—Railroads — Royce Kershaw & Co., construction engineers, Montgomery, has contract for modernizing 80 miles of the Atlanta and St. Andrews Bay Railroad Line between Dothan and Panama City at cost of $800,000.

**ENSLEY**—Plant — Rust Engineering Co., Birmingham, has contract for construction of a 75mm. shell forging plant to be known as Ensley-Rheem Plant; contract calls for design, supervision and construction of plant using old Birmingham Electric Co.'s street car barns at Ensley; $220,000.

**MONTGOMERY** — Building — A. Berney Jones has contract for construction of $36,000 building at 415 Madison Avenue for Wilbank Tire and Recapping Company, Ben Wilbank, Manager.

**SELMA**—Plant—Miller & Co., Inc., started rebuilding burned part of plant.

**TALLASSEE** — Plant — Harry Pendleton, Archt., Highland Ave., Birmingham, plans for construction of locker plant for A. S. Noble, Jr., and Associates; cost $30,000.

**TUSCALOOSA**—Building—J. F. Holley, 905 66th Ave., N. Birmingham, has contract for construction of sales and service building for Tuscaloosa Truck & Tractor Co.

## ARKANSAS

**ELDORADO**—Transportation Equipment—Defense Plant Corp., authorized execution of contract with R. W. Newell Trucking Co., El-Dorado, Ark., to provide transportation equipment for operation in states of Louisiana and Arkansas at cost of $120,000; R. W. Newell Trucking Co. will operate these facilities.

**CONWAY** — Plant—Emberton Lumber & Mill Works Corp., acquired plant recently owned by Conway Lumber Co.; will erect plant for manufacture of pre-fabricated houses; cost of permanent plant $500,000; Charles Franco, construction manager.

**ELDORADO**—System— Arkansas Oil and Gas Commission approved application of Carter Oil Co. for installation of a salt water disposal and pressure maintenance system in Magnolia field of Columbia county.

## DISTRICT OF COLUMBIA

**WASHINGTON**—Coach Repair Building — Baltimore & Ohio R. R. Co., L. P. Kimball, Engr., B. & O. Bldg., Baltimore, Md., received bids for coach repair building, Ivy City.

## FLORIDA

**JACKSONVILLE** — Equipment — Defense Plant Corporation executed contract with St. Johns River Line Company, Jacksonville, to provide automotive transport equipment, at cost of approximately $30,000.

**GOULDING**—Plant—American Cross Arm, Inc., Pensacola, acquired wood-working unit of Florida Wood Preserving Co. for manufacture of cross arms.

**MIAMI**—Yacht Basin—Greater Miami Port Authority, 35 N. W. 2nd St., received bids for yacht basin and fishing piers repairs north side of Pier 3, Municipal Docks.

**MIAMI**—Building — Witters Construction Co., 1745 S. W. 6th St., has contract for construction of one-story laundry building, cost, $13,000; 1098 N. W. 21st St.; M. L. Shapiro, Pres., Coastal Wiping Rag Co., 556 N. W. 5th St., Miami, owner; Carl Blohm, 1258 S. W. 3rd St., Miami, Archt.

**MIAMI BEACH**—Plant—City Council voted to purchase gas plant of People's Water & Gas Co., subject to approval of vote of people.

**MIAMI**—Expansion — Port Authority requesting Defense Plant Corporation to sell 9 acres of land adjoining the 36th Street Airport for use of National Air Lines; The National to build a hangar and repair shop on the site.

**RIVIERA BEACH**—Plant—Florida Power & Light Co., Sarasota, has not started work on power plant at Riviera Beach; have not let any actual construction contracts; are purchasing boiler from Babcock & Wilcox and will have Westinghouse turbine.

**ST. PETERSBURG**—Station—City considering proposal of Atlantic Coast Line R. R. for vacating present station on First Ave., S. and erection of new station west of present location; initial cost $800,000.

## GEORGIA

**ATLANTA**—Garage— Consolidated Realty Investment Co., Chamber of Commerce Bldg., started work on one-story, brick garage, 140 Butler St., N. E., for Georgia Stages, Inc.

**ATLANTA**—Dairy Plant—Southern Dairies plans for construction of an addition to dairy plant on Glen Iris Drive.

**ATLANTA**—Building—U. S. Metal Sign Co., P. C. McDuffie, C. & S. Bank Bldg., building plant on Marietta Road.

**ATLANTA**—Addition—Ray M. Lee Co., Atlanta, has contract at approximately $112,000 for construction of addition to Westinghouse Plant; Robert & Co., Atlanta, Archts-Engrs.; Westinghouse Electric & Manufacturing Co., owners.

**ATLANTA**—Warehouse—Arthur Pew Construction Co., Buckhead, has contract at $50,000 for warehouse on Bishop St., N. W., for Zuber Lumber Co.

**BLAKELY**—Warehouse—H. L. Holman, Jr., Ozark, Ala., has plans in progress for warehouse for Charles H. Boyett.

**GLENNVILLE**—Rebuilding—J. F. Cowan, of Williams Bottling Company, plans rebuilding burned structure.

**SAVANNAH**—Expansion—Foremost Dairies Inc., 2424 Drayton St., plans expansions and improvements.

## KENTUCKY

**CLARK COUNTY**—Station— J. R. Fisher, Northern Division Superintendent of Tennessee Gas & Transmission Co., Houston, Tex., has planned a $1,250,000 booster compressor station on the 24-in. gas line crossing the eastern rim of Clark county; to be located on a site 13 miles east of Winchester; will house six 1,200 hp compressor engines.

**LOUISVILLE**—Expansion—Brown-Forman Distillers Corp., W. L. Lyons Brown, 1908 Howard St., Pres., plans erection of $3,000,000 building expansion program; post war.

**SHELBYVILLE**—Extension—Shelby Rural Electric Co-operative will construct 50 extensions to its lines in Carroll, Henry, Shelby and Trimble counties; will apply to REA for $60,000 loan.

**WHITESBURG**—Extension—The Kentucky and West Virginia Power Co., Ed Williams, Whitesburg, manager, will construct a number of new lines to serve newly opened oil fields; principal extension will be into the Kings Creek-line Fork section; extension will require construction of 2 substations; cost $40,000.

## LOUISIANA

**BATON ROUGE**—Facilities—Defense Plant Corp., executed contract with Standard Oil Co. of New Jersey for additional facilities at Baton Rouge; $300,000.

**BUNKIE**—Building — A. B. Chaudoir, Alexandria, low bidder at $37,887 for construction of farm implement building on Highway No. 71; Max J. Heinberg, Archt., 512 Guaranty Bank Bldg., Alexandria.

**CROWLEY**—Plant — Louisiana State Rice Milling Co., has permit to install series of rice bins and drier.

**EMPIRE**—Boatways — McDonough Construction Co., P. O. Box 6024, New Orleans, has contract for constructing three sets of boatways on Deuliut's Canal for Plaquemines Parish Police Jury at Pointe-a-la-Hache.

**LAKE CHARLES**—Plant — Kellogg Construction Co. has contract to erect $15,000,000 toluene plant for operation by Cities Service Refining Co.; will be built by Defense Plant Corp.

**LAKE CHARLES**—Equipment — Defense Plant Corp. authorized preliminary acquisition of machinery and equipment at cost of $5,000,000 in connection with plant facilities estimated cost of which will be $15,000,000; Cities Service Refining Corp. of New York, will operate.

**McCOY**—Carbon Black—Cabot Carbon Co. of Boston, Mass., plans construction of a $1,-040,000 plant.

**MONROE**—Equipment — City Council, let contracts to Ross, Heater and Manufacturing Co. for contract No. 8—low pressure heater; Marley Co., contract No. 9—induced draft cooling tower; General Electric Co., Contract No. 13—auxiliary electric equipment, part one and two, for improvement at Municipal Power Plant in Monroe.

**MONROE**—Ice Plant—Perkins Ice Co. plans rebuilding burned plant.

**MONROE**—Power Piping, Etc.—City, P. A. Poag, City Hall Building, received bids for power plant improvements; Burns & McDonnell Engineering Co., 107 W. Linwood, Kansas City 2, Mo.

**NEW IBERIA**—Warehouse—P. J. Voorhies erect warehouse on East Main St.

**NEW IBERIA**—Plant — Reilly Benton Co., New Orleans, has contract for insulating cork at Iberia Frozen Food Locker.

**NEW ORLEANS** — Addition — Texas Co., care of James M. Doss, Division Manager, 919 St. Charles St., acquired adjoining property for expansion.

**NEW ORLEANS**—Electrical Facilities— C. W. Nussbaum, New Orleans, has contract at $24,943, for additional electric facilities for warehouse and fire protection; Grinnell Co., New Orleans, has contract at $34,555 for sprinklers for warehouse and also fire protection in paint shop at $10,492.

**NEW ORLEANS**—Plant Facilities — Defense Plant Corp. authorized increase in contract with Consolidated Vultee Aircraft Corp., San Diego, Calif., to provide additional plant facilities at cost of $400,000.

**NEW ORLEANS**—Addition—Boh Brothers Construction Co., 2400 Cypress St., has contract at $32,439, for addition to Warehouse No. 1 for Consolidated Vultee Aircraft Corp.

**OAKDALE**—Plant—E. W. Neasham, dairy specialist of the extension department of Louisiana, Baton Rouge, interested in establishment of pasteurization plant.

**SHREVEPORT** — Facilities — United Gas Pipe Line Co. has filed application for authorization to construct and operate additional facilities including 142 miles of 24-in. pipe line from Carthage field in Texas to connect with both Tennessee Gas & Transmission and United Facilities in Ouachita

(Continued on page 59)

# Insurance Company Passes Milestone

**Jefferson Standard insurance in force reaches half billion**

*Jefferson Standard Building.*

SOUTHERN business concerns have just been extending congratulations to one of their fellows, The Jefferson Standard Life Insurance Company of Greensboro, North Carolina upon a milestone of proud achievement: that of reaching the mark of $550,000,000 insurance in force.

Distinguishing characteristics of this southern institution include the remarkable fact that it has continued to pay five per cent on funds held in trust for policy-holders and beneficiaries from its beginning in 1907 right down to the present date of general low interest rates in most other business channels. Furthermore the Company claims that it earns the highest rate of interest on its invested assets of any major life insurance company. The fact that such leadership has been maintained for the past seven years is certainly not calculated to discourage the current southward trend of business. At the same time it is highly complimentary of the business acumen of President Julian Price and his able associates in the management of this intelligently aggressive organization. In 1944 President Price completed 25 years as head of the company.

Although a Southern Company, the Jefferson Standard Life is not limited by sectional lines. Its 200,000 policy holders are scattered throughout the country, and served by 54 district offices in 28 states, the District of Columbia, and Puerto Rico.

From the modest beginning of approximately half a million dollars in 1907 this company's assets have increased to Approximately 143 millions.

The original home office of the company was Raleigh, North Carolina; but in September 1912 a merger was affected with the Greensboro Life, and the head office was moved to Greensboro. Five years earlier the company had reinsured the business of the Carolina Life and the Southern Life, both North Carolina companies.

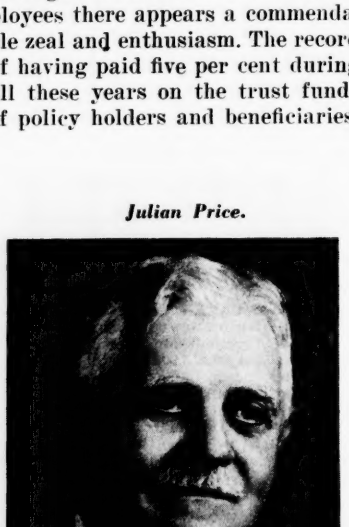
Simultaneously with the consolidation of the Greensboro Life another merger was affected which brought into the company the business of the Security Life and Annuity Co. of Greensboro. By successive steps the capital has been increased from $250,000 to $4,000,000 in 1922.

From President Julian Price who has been the guiding spirit down through the ranks of officers and employees there appears a commendable zeal and enthusiasm. The record of having paid five per cent during all these years on the trust funds of policy holders and beneficiaries, "perhaps the most lustrous star in the Jefferson Standard Service flag," is easily recognized as a source of pride to all Jefferson Standard personnel.

The company's directorate includes outstanding businessmen of Gastonia, Greensboro, Charlotte, Wilson, Tarboro, and Winston-Salem, N. C., and Atlanta, Georgia. Among them are: Selby Anderson, W. A. Blair, W. L. Brooks, Joseph M. Bryan, Shepard Bryan, Chas. W. Causey, W. G. Clark, Sr., W. G. Clark, Jr., Howard Holderness, C. Elmer Leak, A. G. Myers, Julian Price, Ralph C. Price, Pierce C. Rucker, and Julius C. Smith.

The official staff roster shows an able group of assistants to President Price, including Ralph Clay Price, executive vice-president; C. E. Leak, Vice-President and Secretary. Other vice presidents are: J. M. Bryan, M. A. White, Julius Smith, Howard Holderness, R. B. Coit, D. E. Buckner, and J. H. Barrier. Vice-President White heads the agency department, while Karl Ljung is agency manager.

*Julian Price.*



## Alabama Power Company Reports 1944 Operations

The annual report of Alabama Power Company for 1944, reveals that of the 3½ billion kilowatt hours supplied during 1944, over 70% went into war production and other war uses.

Total number of customers served directly and indirectly was 321,000 located in 800 communities. Average annual use of electric service by urban residential customers was 1,668 kilowatt hours, the highest use so far attained and considerably above the national average of 1,151 kilowatt hours. Average cost of electric service to urban residential customers declined to 2.56¢ per kilowatt hour.

Gross revenues from all sources increased $1,595,662, while wages, fuel, supplies and other operating expenses increased $2,506,828.

Total revenues in 1944 were $31,885,875. Federal, state and local taxes were $7,414,966, or 24% of total revenues.

# Southern Industrial Expansions

(*Continued from page 57*)

Parish, La.

**WELSH**—Plant—Boland Construction Co., St. Louis, Mo., has contract for constructing 100,000 bbl. capacity rice-drying plant and concrete storage for Kleinman Bros.; Central Engineering Co.

## MARYLAND

Utility Sale—Public Service Commission, Baltimore, approved application of Southern Maryland Electric Cooperative, Inc., to purchase facilities of Eastern Shore Public Service Co. in Calvert, St. Mary's, Charles and Prince Georges Counties; transmission lines totaling 40.7 miles, a generating plant at Leonardtown, Md., and 60-ton ice plant also go to the Cooperative.

**ARMIGER**—Office—Davis Construction Co., 9 W. Chase St., Baltimore, has contract for office and residence for C. & P. Telephone Co., St. Paul and Pleasant Sts., Baltimore.

**BALTIMORE**—Building—Henry A. Knott, Inc., 2107 N. Charles St., has contract for building, 1901 Washington Blvd., for Washington Lumber Co., $20,000.

**BALTIMORE**—Tank—Standard Oil Co. of Jersey erect acid storage tank, 3600 Boston St.: owner builds.

**BALTIMORE**—Building—Crout, Snyder & Crandall, 20 E. Lexington St., Engrs., received bids for storage building, Eutaw and Worcester Sts., for Gordon-Lavin Paper Box Co., Inc., 1629 Warner St.

**BALTIMORE**—Addition—Edgar S. Armacost, Westminster, has contract for addition to dairy, 5600 Reisterstown Road, for Koontz Creamery, Inc.; masonry.

**BALTIMORE**—Shop—Crown Cork & Seal Co., received bids for machine shop; Lucius R. White, Jr., Archt.; Cogswell Construction Co., 513 Park Ave., estimating.

**BALTIMORE** — Service Station — Jacob Reicher, 1704 Gough St., has contract for gasoline service station, 2612 Gwynns Falls Parkway, for Western Maryland R. R. Co.

**BALTIMORE COUNTY**—Building — General Steel Products Co., William F. Chew, Pres., Pikesville, erect plastic armor building, Milford Mill Rd.; owner builds.

**BALTIMORE COUNTY**—Storage Building—Maryland Modern Housing Corp., Munsey Bldg., Baltimore, has contract for storage building, Maryland Ave., for F. M. Geetz, Catonsville.

**HAGERSTOWN**—Test Hangar — Fairchild Engine & Airplane Corp. received bids for flight test hangar.

**RIVERDALE**—Plant—Defense Plant Corp. will provide additional equipment for plant at Riverdale, to be operated by Engineering & Research Corp. of Riverdale; $45,000.

**TOWSON**—Buildings—Morrow Bros., Inc., 2315 N. Charles St., Baltimore, has contract for dormitory, (prefabricated) and manufacturing building, for Friez Instrument, Div. of Bendix Aviation Corp.

## MISSISSIPPI

**BILOXI**—Building — Sam Mitchell, plans starting work soon on building at West Howard Ave. and Bohn Sts., for use of the Great Atlantic and Pacific Tea Co.; $15,000.

**BOONEVILLE**—Plant—F. H. Dodge interested in construction of frozen food locker plant.

**BRANDON**—Plant—C. W. Rhodes, Mgr. of Rankin County Cooperative, has approval of War Production Board to erect frozen food locker plant.

**CLARKSDALE**—Line — Line Construction Co., Clarksdale, has contract for rephasing work on .29 miles of line for Coahoma Electric Power Association.

**FLORA** — War Department announces authorization for reactivation of propellant loading facilities at the Mississippi Ordnance Plant, Flora, Miss. The authorized expenditure is $2,040,000. Work will be supervised by the Mobile, Ala., District Office of the Corps of Engineers.

**GREENVILLE**—Pump Station—John Talbot, representative of Tennessee Gas & Transmission Co., plans gas-pumping station, south of city; will consist of eight 1,000hp engines and a group of auxiliary units.

**GREENWOOD**—Line—Stuart C. Irby Co., Jackson, Miss., has contract at $22,160 for constructing 102 miles of lines for Delta Electric Power Association.

**JACKSON** — Addition — Barge-Thompson Co., Atlanta, Ga., has contract for addition to existing telephone building for Southern Bell Telephone & Telegraph Co.

**NATCHEZ**—Tire Plant — Armstrong Tire & Rubber Co., received bids for construction of 3 new monolithic concrete buildings, cost $1,500,000; buildings will include raw material storage building, cement house and a new office building; James T. Canizaro, Archt., Jackson, Miss. Harmon Construction Co., Oklahoma City, Okla., has contract for grading.

**NATCHEZ**—Building—Bay City Construction Co., P. O. Box 1286, Mobile 7, Ala., has contract at $45,650, for California Company.

**QUITMAN**—Hosiery Mill — The Holeproof Hosiery Co. of Milwaukee, Wis., plans construction of hosiery plant.

## MISSOURI

**KANSAS CITY**—Addition—Pratt & Whitney Aircraft Corporation of Missouri, L. C. Mallet, Gen. Mgr., Holmes and Banister Rd., will invest $6,500,000 in additional plant space and machinery; main production building will be extended to north and east.

**KANSAS CITY**—Plant—Standard Oil Company of Indiana, A. W. Peake of Chicago, Ill., Pres., will probably begin work within a week on 100-octane aviation gasoline plant to cost in excess of $20,000,000, also erect 2 additional buildings at cost of $400,000 to house scientific research and engineering division; engineers and graders have been preparing site at Sugar Creek; three units will be included in the plant; first processing unit is a catalytic cracker, second the alkylation unit; the third to treat products of the first two with sulphuric acid.

**ST. LOUIS**—Building—Arthur R. Lindburg, Inc., Grand and Lindell Blvd., plans $75,000 building at 7729-33 Forsyth Blvd., to house new branch.

**ST. LOUIS**—Factory—Spradling Inc., 1112-26 South Grand Blvd., plans $200,000 factory on lot adjacent to present building.

**ST. LOUIS**—Plant—The Defense Plant Corporation will expand National Carbon Company plant, 4417 Oleatha St., at cost of $200,000

**ST. LOUIS**—Laundry—W. C. Hartling Construction Co., 722 Chestnut St., has contract for addition to laundry, 4346 Finney St., for Wilmes Linen Service Co.; $15,000; Fred R. Nauman, Archt.

**ST. LOUIS**—Plant—Sulfuric acid producing facilities to be installed at plant of National Lead Co. will be erected by Chemical Construction Corp. of New York City.

**ST. LOUIS**—Addition — Gamble Construction Co., 620 Chestnut St., has contract for addition to factory, 2001 S. Kingshighway, for American Stove Co.; cost $33,000.

**ST. LOUIS**—Garage—E. E. Marx, 3615 Olive St., has contract for construction of garage building, 901 Chautean Ave.; Liebermann Brothers, Dryage Co., 105 S. 3rd St., owners; $10,000.

**ST. LOUIS**—Factory—Viviano Foods, Inc., care of Rose G. Viviano, 2807 Marcus Ave., construct addition.

**ST. LOUIS**—Alterations—Dickie Construction Co., 317 N. 11th St., has contract for alterations to chemical plant, 3615 Hall St., for Mallinckrodt Chemical Works, 3600 N. Second St.; cost $12,000.

**ST. LOUIS**—Ships—Paducah Marine Ways, Inc., 100 West 10th St., Wilmington, Del., incorporated by Herman T. Pott, Ladue; ship building and repairing.

**ST. LOUIS**—Building—Joe Lennemann, Inc., 5841 Delmar Blvd., plans construction of a $40,000 building on lot near company's present location.

**ST. LOUIS**—Building — Wabash Railroad Co., Railway Exchange Bldg., will construct one-story, car repair service building, 8900 (rear) Hall street; $20,000.

## NORTH CAROLINA

**WILMINGTON**—Line—Atlantic Coast Line Railroad, Wilmington, authorized to install a train telephone system for some of its North and South Carolina operations; involves transmission through rails, between Rocky Mount and Wilmington, N. C., and between Wilmington and Florence, S. C., distance of 234 miles; cost $130,938.

**ASHEBORO**—Furniture — Randolph Manufacturing Co. of Asheboro, incorporated by J. C. Parks, capital $100,000.

**BREVARD**—Power System — The Duke Power Company purchased distribution system of Rosman Tannin Extract Company; granted 60-year franchise by Rosman Board of Aldermen; construction of a three-phase line from Brevard to Rosman started.

**BURLINGTON**—Plant — Firestone Tire & Rubber Co., let contract to F. D. Cline, Greensboro, for railroad spur line; F. E. Robinson Co., Charlotte, for electrical work for armament plant in the Fairchild building.

**CHARLOTTE**—Warehouse — Southeastern Construction Co., 218 W. Second St., has contract for warehouse and solvent materials building addition and machine office addition for National Carbon Co., Mt. Holly Road.

**CHARLOTTE**—Expansion—Biltmore Dairy Farms, Lester W. Slye, Mgr., plans $50,000 expansion program, part of it to go forward immediately and part post-war.

**DURHAM**—Building—T. W. Poe and Son has contract for erection of an ultra-modern sales and service building for Uzzle Motor Company, $50,000; extending 205 feet along west side of Foster St., near Geer St.; Archie R. Davis, Archt.

**DURHAM**—Expansion — Bell Bakery Company, 509 East Peabody St., R. D. Fultz, general manager, plans $200,000 expansion of building, equipment, etc.; new building to occupy 200 feet adjoining old Moss Bakery building; old building to be used as storage building and garage.

**WILMINGTON**—Plant—Sneeden-York Co., will construct quick-freezing plant on North Fifth St.; will contain curing room for meat; 500 lockers.

**WILSON**—Meat Packer—Neuhoff, Inc., Salem, Va., plans erecting $500,000 packing plant on 60 acres on Highway 301-A, south of city; work on a spur line of the Atlantic Coast Line has started; plant will have capacity of 300 hogs an hour.

## OKLAHOMA

**GUYMON**—Plant—Stone & Webster Co., 49 Federal St., Boston, Mass., has contract for additional plant facilities for Defense Plant Corp., owners; Cabot Carbon Co., Boston, Mass., operators; cost $3,000,000.

**SAND SPRINGS**—Expansion—W. R. Grimshaw, Tulsa, has contract for construction of warehouse on Sand Springs Road, to be used by American Steel and Wire Company; concrete brick and tile; owned by Sand Springs Home.

**TULSA**—Expansion — Sand Springs Railway Co., will construct new building on Sands Springs Road, building for American Steel and Wire Company, C. F. Hood, president.

## SOUTH CAROLINA

Minnesota Mining & Manufacturing Co., St. Paul, Minn., erect plant in the South for manufacturing roofing granules.

**CHARLESTON**—Rebuilding Wharf—J. A. Jones Construction Co., Charlotte, N. C., has contract for rebuilding wharf at Southern Railroad Company, Charlotte; United Fruit Company, Boston, Mass., lessee.

**CONWAY**—Factory — Pemberton Lumber and Millworks Corp., acquired property, formerly owned by the Conway Lumber Co.,

(*Continued on page 70*)

# Industrial News

## Output High for Allis-Chalmers

The Allis-Chalmers Manufacturing Co. in 1944 produced more than three times as much as it did the year of the attack on Pearl Harbor. Its sales billed for 1944 totaled $379,485,631 and its earnings were $9,327,616.

Developments in promising new equipment, such as electronic devices and the gas turbine are already supplementing the company's broad line of more than 1600 industrial products.

## Baltimore Man Appointed to Gray Iron Founders' Committee

Tracy C. Jarrett, chief metallurgist of the Koppers Company, Inc., American Hammered Piston Ring Division, Baltimore, is appointed to the technical committee of the Gray Iron Founders' Society. Dr. Jarrett, inventor of the metallurgical polishing and lapping machine bearing his name, is widely known for his technical articles and was formerly assistant chief metallurgist of the American Optical Company.

## Contract End Manual

Among other manuals on contract termination is one prepared by Jack & Heintz, Incorporated, Cleveland, who announce its third edition will be available for distribution after April 15. The impending issue, simplified from previous editions, is said to conform with all the requirements of joint termination relations. Its publishers claim for it an unusual simplication of form and language.

Contract termination officers of companies engaged in war work who would like to obtain a copy without charge, can do so by writing on their business stationery to Jack & Heintz, Inc., Cleveland.

## Chip Plow Makes New File Cleaner Extra-Efficient

A new and improved file cleaner is announced by the Cincinnati Tool Company, 4075 Montgomery Rd., Cincinnati 12, Ohio. The Hargrave File Cleaner with Chip Plow quickly and efficiently cleans a file of soft metal chips—lead, copper, aluminum, and soft steel. A special square-shaped plate is fastened to the frame of a File Cleaner of the Company's regular high standard. This plate or plow, made of soft steel, is used by striking one edge on the file to be cleaned, thus impressing the tooth pattern on the edge. The plow is then pushed parallel to the file grooves. It "plows" out the imbedded chips and dirt. When a file of different tooth-spacing is to be cleaned, a new edge of the plate is used. When non-metallic dirt is to be removed, the regular file card with its tempered steel wire teeth is used. This special file cleaner is listed as No. 366.

## New Industrial Face Shield

Four new face shields providing light-duty protection on operations such as metal sawing, acid handling, buffing, sanding and light grinding are announced by the American Optical Company, Southbridge, Mass. Also announced are three types of button-on windows for the shields: clear cellulose acetate for general purposes; 24 mesh screen for heat protection; and fibre with a filter glass window for welding and scarfing.

## Clow Appoints Woodson

John T. Woodson, formerly Southeastern Sales Manager for National Cast Iron Pipe Division of James B. Clow & Sons, Birmingham, Alabama, is appointed Southern Sales Manager, and will serve both Southeastern and Southern territories.

For many years he was connected with the Lynchburg Foundry Company, Lynchburg, Virginia, and associated with National Cast Iron Pipe since 1940.

## Huntington, W. Va. Plant to Build 1,000 Hopper Cars

American Car and Foundry Company announces receipt of an order from the Clinchfield Railroad Company for 1,000 50-ton Steel Twin Hopper Cars. The cars are to be built at the ACF Huntington, West Virginia plant.

## Orlando To Produce Bombs

Addition of a steel structure 180 x 200 feet is nearing completion at Orlando for the American Machinery Corporation, which will house new equipment for the manufacture of 500-pound general purpose bombs. Twenty thousand bombs will be turned out monthly.

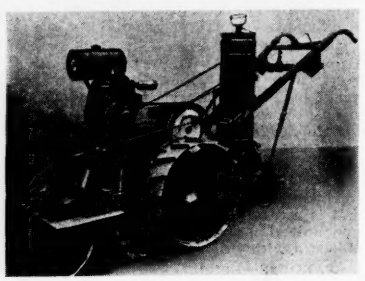
The company was founded in 1928 and has specialized in the manufacture of fruit and vegetable packing equipment.

In 1924 a marine division was established at Beresford, Florida, where steel Diesel-motored landing boats are being built for the army transport corps. Hull sections and rudders are also manufactured for the Charleston navy yard. The three plants combined will employ nearly 900 men.

J. G. Johnson is president of the company; M. D. Kennedy and Richard Sias, vice-presidents; L. W. Estey, secretary-treasurer. Vance Cobb, purchasing agent and J. J. Schunck, plant superintendent.

## Compar Boosts Crop Yields

The fumigation of soil to boost crop yields of vital food stuffs brings to light another way in which the war effort is being aided by compar, the vinyl resin developed by Resistoflex Corporation, Belleville, N. J. The characteristics of flexibility durability and resistance to fuels, oils and solvents, which have made Resistoflex assemblies invaluable on U. S. and Canadian warplanes, vehicles and vessels, now assure the same outstanding performance in depositing Chlorpicrin (tear gas)



beneath the surface of the soil to destroy undesirable organisms.

The recent development of machines practical for large-acreage use posed several difficult problems. One of the most satisfactory fumigants for destroying pathogenic soil fungi and bacteria, soil insects and persistent weeds is Chlorpicrin. This fumigating agent, a heavy liquid which volatilizes readily into a pungent tear gas, is composed of carbon, chlorine, nitrogen and oxygen dissolved in gasoline or some other organic solvent. This solvent base demands an inert tubing between the supply tank on the machine and the blades which inject the fumigant into the ground. This demand for a solvent-proof hose is further complicated by the fact that the connections between the tank and the soil must be tough to withstand the constant jarring of the fumigating machine as it rolls over rough terrain.

## Lunkenheimer Elects

At the annual meeting of The Lunkenheimer Company (valves and engineering appliances), Cincinnati, held March 13, the following officers and directors were elected: Frank P. Rhame, President and General Manager; Homer E. Lunken, First Vice-President and Assistant General Manager; Harry A. Burdorf, Vice-President, Sales; Charles W. Burrage, Secretary; Chester C. Isekeit, Treasurer and Controller. Directors are Harry A. Burdorf, Henry G. Frost, Chester C. Isekeit, Carl M. Jacobs, Edmund P. Lunken, Homer E. Lunken, Frank P. Rhame.

## Mark C. Pope Appointed

ACF-Brill Motors Company announces the appointment of Mark C. Pope as District Sales Manager of Southeastern District, with offices at Atlanta, Georgia. He will cover the States of Florida, Georgia, North Carolina, South Carolina, Alabama and eastern Tennessee in the sale of ACF-BRILL Transit Vehicles.

Mr. Pope is a graduate of Georgia Tech, holding a B.S. Degree in Electrical Engineering.

# TRADE LITERATURE

### PORTER PUBLISHES NEW DIESEL-ELECTRIC LOCOMOTIVE CATALOGUE

H. K. Porter Company, Inc., Pittsburgh, Pa., builders of locomotives since 1866, have just issued a new 44-page catalogue on Diesel-Electric locomotives. Giving complete specifications on both narrow and standard gauge locomotives ranging from 30 to 100 tons, the catalogue reveals pertinent engineering and construction data. Diesel-Electric advantages and necessary information for selecting the proper type of locomotive are also considered.

Catalogue No. L-45-A, may be obtained by writing to H. K. Porter Company, Inc., Pittsburgh 22, Pa.

### FORK LIFT TRUCK SPEEDING FIGHTER PLANE PRODUCTION

A highly efficient materials handling system revolving around the versatile fork lift truck, and timed to production line schedules, has proved one of the important answers to demands for speeded up production of the Navy's famous Corsair fighter plane, at Chance Vought Aircraft, Stratford, Conn.

The full story of how the fork lift truck is helping Chance Vought send more Corsairs to the flaming Pacific is told in the current issue of "Handling Materials," house magazine of Towmotor Corporation, Cleveland, Ohio. The story describes the handling of items ranging from cases of small rivets to 3,500-pound engines, loads of six 1,000-pound propellers, fuselage and wing sections, and even hydraulic press drop-hammer dies weighing as much as 10,000 pounds.

Copies can be had by writing Towmotor Corporation, Cleveland 10, Ohio.

### NEW HAND LIFT TRUCK CATALOG

The Automatic Transportation Company, Div. of The Yale & Towne Mfg. Co., manufacturers, for over 38 years, of electric propelled industrial trucks, publishes a new four-page condensed catalog folder. It consists of detailed specifications covering the Transporter, battery powered, hand-lift truck, and Automatic Electric Industrial Power-lift trucks.

This condensed catalog folder is useful to manufacturers and in all lines of business.

### HYSTER LIFT TRUCKS DESCRIBED

A new series of catalogs for the complete line of Hyster pneumatic tire lift trucks is now available according to a recent announcement from Hyster Company, Portland, Ore.

Featuring action pictures and actual work applications as well as mechanical specifications, the literature indicates and illustrates many new uses for lift trucks in the materials handling field.

Hyster fork type lift trucks are manufactured with capacities from 2,000 to 15,000 pounds. The straddle truck line has a load limit of 30,000 pounds. All Hyster lift trucks trucks are gasoline powered and use pneumatic tires.

### DESCRIBING AIRCRAFT HEATERS

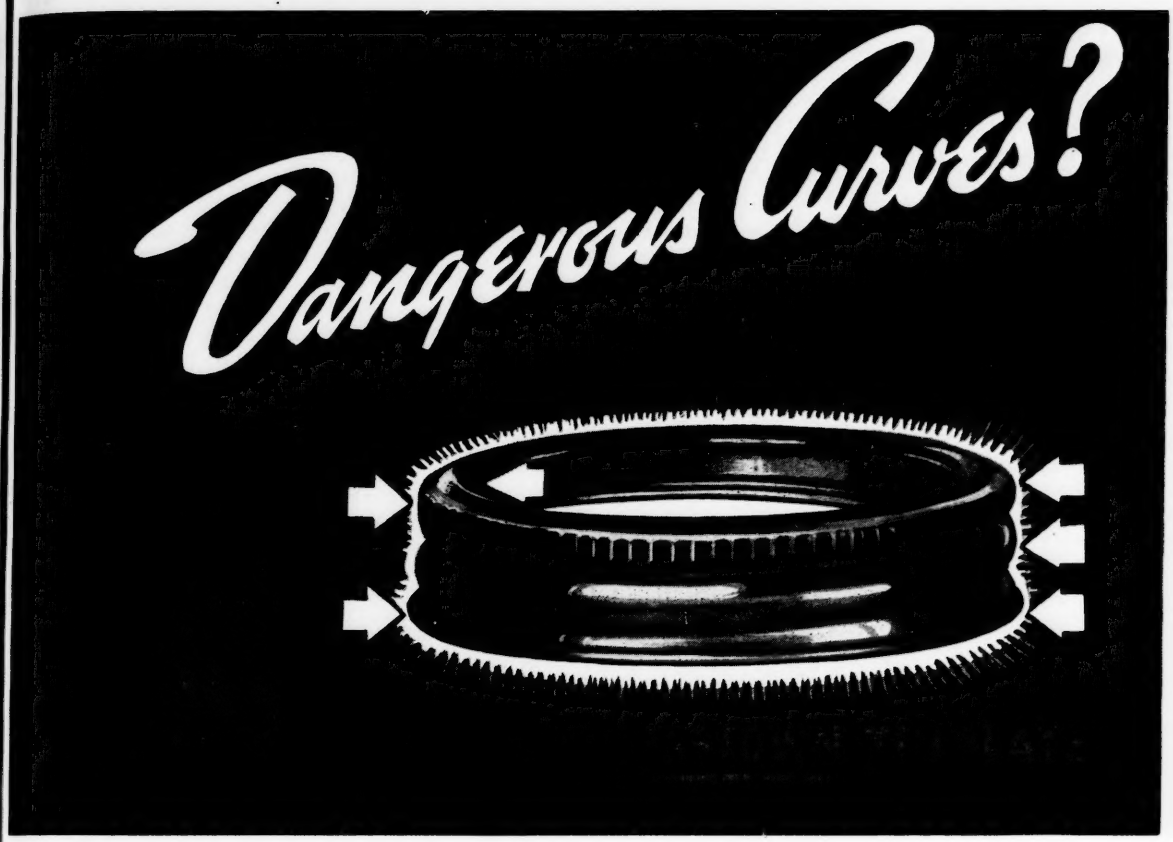
A four-page folder describing aircraft heaters from 15,000 to 100,000 BTU/Hr. and automotive type heaters from 15,000 to 40,000 BTU/Hr., has been published by Fluid Heat Division, Anchor Post Fence Company, Baltimore 24, Md. Illustrated in three colors the folder (form SH-2) shows cutaway views of the heaters and gives specifications of all models. It also explains a new combustion process known as vapor entraining which was developed by the company's engineers.

### NEW LIGHTING BOOKLET BY SYLVANIA

A new lighting products booklet containing useful information for industrial and commercial users of lighting is available from Sylvania Electric Products Inc., 60 Boston St., Salem, Mass., on request.

### IDEAS ON USE OF STEEL GRATING

Catalog on open steel flooring and stair treads, is offered by Walter Bates Company, Joliet, Illinois. Suggests ideas for improved design and construction. Shows how and where steel grating can be economically installed to provide necessary overheads, floors, platforms, pit coverings, stairs, etc.




THIS jar cap started as a piece of Youngstown Electrolytic Tinplate. Here it is, extremely intricate in profile, but perfectly formed--ready to seal and give lasting protection to your food product.

Converted from the flat sheet in two swift automatic operations, this complicated steel band has its inner circumference turned 180° into a smooth edge, its outer edge rolled into a flawless bead, its sidewall pressed into an accurate screw-thread with knurling formed along the top. This is one of the most involved processing jobs to which tinplate is ever subjected, yet the outcome is practically perfection --in millions and millions of caps.

Dangerous curves formed in this tinplate--potential points of weakness, breaking, corrosion? No, because the tinplate is literally custom-made by Youngstown to do this job.

The steel is so ductile, so uniform in gauge and strength, that it flows into the fabricator's forming dies, without a crease, check or crack. The surface finish of the steel and the tin coating is "made to order" likewise--to insure positive adherence of lacquer, to provide dependable protection against moisture penetration and corrosion.

When you seal your foods with caps made of Youngstown Electrolytic Tinplate, you are giving them sure protection, to safeguard their goodness for full enjoyment by the ultimate consumer.

QUALITY TRADE MARK YOUNGSTOWN SERVICE

**YOUNGSTOWN**
*Electrolytic Tinplate*

THE YOUNGSTOWN SHEET AND TUBE COMPANY
YOUNGSTOWN, OHIO
Manufacturers of
CARBON, ALLOY AND YOLOY STEELS
Electrolytic Tin Plate-Coke Tin Plate-Pipe and Tubular Products-Sheets-Plates-Conduit-Bars-Rods-Wire-Nails-Tie Plates and Spikes-Alloy and Yoloy Steels.

## The U. S. S. Midway

(*Continued from page* 55)

cruisers, destroyers, colliers, ammunition lighters and oil barges, and aircraft carriers.

Construction since 1941 has included vessels developed for modern amphibious operations including 18 landing ships (tank) and 10 landing ships (dock). Altogether the 1941-1945 program totals 46 ships with a total tonnage of 617,750. In addition, 11 vessels have been converted for escort carriers, three for auxiliary transport attack and one each for auxiliary transport, auxiliary cargo attack and auxiliary oiler purposes.

Dump barges built at various times beginning with 1907 for the Isthmian Canal Commission indicate that the Newport News yard played a role in construction of the Panama Canal. Two rock barges were delivered to that body in 1908 and two more in 1911. A dredge for the War Department, as well as a cable layer and dump scows and barge hulls, are listed among the Newport News-built fleet.

Submarines built when such vessels were in the experimental stage were also accomplishments of the firm. Five of these—Numbers 51 to 55—were delivered in 1904 and 1905 to the Lake Company. The submarine Lake was finished the next year. In 1911 the submersible Seal was delivered to the Lake interests, with the Tuna following about a year later.

Marking the high point in shipbuilding operations that have included such great peacetime ships as the America, large Newport News-built passenger vessel, the Super-Carrier Midway is the first of its class to be water-borne. The Coral Sea of the same class is to be launched soon at a northern yard and a third is being built at Newport News Shipbuilding and Dry Dock Co., which recently received the contract to build the remaining two.

Design of the huge floating plane bases include all the latest thoughts derived from lessons learned in the present global war. Their size is in line with the American naval policy to build larger and larger men-of-war with greater speed, greater striking power and better protection from attack from the air and from the surface and from under the sea. The Midway and her sister ships have these characteristics and in addition they will carry more planes than any of the present carriers.

Power plant aboard the Midway is one of the most powerful ever installed in a ship, making her speedier than her predecessors, with extraordinary maneuverability for such a large craft. This is a defense factor of great importance, particularly against attack by torpedoes, high altitude bombing and surface ship guns. A curtain of fire can be raised around the entire ship by rapid fire rifles.

Contract plans for the Midway type were prepared by the Navy Department, with all design work being done by the architectural and engineering staff of the Newport News Shipbuilding and Dry Dock Co., which also provided the working plans for construction of the Coral Sea. The blueprints for these plans weigh 70 tons and their 474,400 square yard area would carpet the floors of about 2,500 six-room dwellings.

The steel in the Midway would be sufficient to build about 25,000 passenger automobiles and the work required to build her would be equal to that required to build 35 Liberty ships. Construction of the hull involved the laying off, fabrication and assembly of 196,680 pieces of steel. These varied in size from small chocks weighing less than a pound to huge plates of thousands of pounds. Many parts, such as the bow sections weighing 180,000 pounds were assembled in the fabricating shops and set into the vessel in one piece.

The Midway is the most completely welded ship of its size ever constructed. There are only 175,000 rivets in its entire hull as contrasted with the more than 10,000,000 such fasteners in the Queen Mary. The extensive use of welding necessitated some unusual precautions to prevent dangerous stresses. A definite plant for the sequence of the work in the various welded sections was closely followed.

During early construction steam heat was maintained under the bottom of the ship to keep the steel plates at a constant temperature. The same procedure was followed beneath the flight deck. Electric strip heaters were placed along the butts of the shell plating, the flight deck plating and along all other points of heavy welding where the danger of built-up stresses was a possibility.

Eight wooden houses, 18 by 36 feet, known as the "Village of Midway" were erected on the flight deck to protect the welders and the deck from the elements as the work proceeded. The men worked in relays through each 24-hour day. Joining the flight deck required over 7,000 feet of welding. The 1,200,000 pounds of welding required for the entire vessel, if reduced to one-fourth of an inch wide would approximate the distance from New York to Salt Lake City.

Power plants installed on the Midway, if devoted to generating electrical energy, would be sufficient to furnish all the power and light needs for the Nation's Capital, or any city of 1,000,000 population. The power is distributed through 242 miles of cable containing approximately 2,500 miles of insulated copper conductors. There are 11,500 electric lamps varying from two candle power to 500 watts.

Two thousand ship's service and sound-powered telephones make up the Midway telephone system. The service 'phones are for routine communication. The sound-powered instruments serve for battle and navigational communication. The battle and flight deck announcing system consists of 600 loud speakers installed in all living and working spaces and of eight large loud speakers for giving instructions to the flight deck crew and pilots in planes spotted for take-off. During battle operations members of the crew below decks receive a blow-by-blow description broadcast from an open deck station.

Fresh water for the personnel and distilled water for the boilers requires evaporators of a capacity large enough to convert enough seawater to continuously supply the needs of 1,400 homes. Capacity of the refrigerating system is equivalent to about 7,000 family refrigerators. Complete work shops of many kinds including a general machine shop, sheet metal shop, electric shop, copper shop and a blacksmith shop.

Facilities for caring for personnel include sick bays, operating rooms, dental offices, a newspaper shop,

(*Continued on page* 64)

# "TELEVISION"

"We helped television get born and we've helped it grow.

"We made television sending and receiving apparatus back in 1927 and worked it by wire between Washington and New York City and by radio between Whippany, New Jersey, and New York.

"We can transmit television over wire lines and by radio. We produced the coaxial cable, which is particularly adapted to television. We have some coaxial installed now and are installing more. We are also setting up a micro-wave radio-relay circuit.

"Whatever television needs from us for transmission, we'll be prepared. It might be a network of cables or radio beams or both.

"We explore the field in order to do our part — which is the transmission of television from place to place, just as we furnish transmission for the radio networks now.

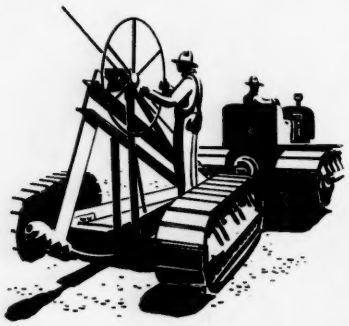
"We're going to keep on studying all methods—and use the best."

**BELL TELEPHONE SYSTEM**

*Listen to* "THE TELEPHONE HOUR" *every Monday evening over NBC*

## The Everglades

(*Continued from page 51*)



tional facilities, much of which cannot be seen during a casual visit. Such additional facilities include small, semi-portable pumps for controlling water supplies within a defined area, field ditches, connecting with the laterals of the Subdrainage District, and "mole drains" throughout the plantation. Mole drains get their name from the resemblance of the finished work to the tunnel of a ground-mole. These drains, running from field ditch to field ditch, are approximately six inches in diameter, placed on fifteen-foot centers about three feet below the surface.

The method of constructing the mole drains is most interesting and is largely a local procedure. After the installation of the field ditches, an iron slug, six inches in diameter and of the same general appearance as the ground-mole, fastened to an iron blade, which in turn is attached to the superstructure of a tractor-drawn vehicle, is drawn through the ground from field ditch to field ditch. The result of this operation is the creation of a six-inch pipe or tunnel, the walls of which are constructed of the compacted soil forced to the outer edges of the hole by the iron mole.

The soils of the true Everglades are of organic origin, and it this origin that makes them so productive, although to achieve greater productivity certain mineral supplements, or amendments, are advisable. These organic soils divide into three general classifications, viz: Okeechobee muck, usually termed "custard-apple soil"; Okeelanta peaty muck, known to the farmers as "willow-elder land"; and Everglades peat, or "saw-grass land." From a depth of as much as fifteen feet near the southern shores of Lake Okeechobee these organic soils gradually thin out toward the east, the south, and the west, into sandy, marl and limestone soils.

Through indiscriminate and excessive drainage much of the "back-country" is subject to soil-fires, subsidence and other destructive influences. Destruction of the back-country will seriously affect the coastal fringe and will reduce the natural resources of the State of Florida. An enlightened public opinion and a growing appreciation of the great resource which is South Florida is a recent, beneficial and desirable condition.

Agriculture is the foundation upon which is built an enduring civilization. Even during the so-called industrial age fully 80% of the world's primary production was of agricultural origin and it is upon such primary production that all other activities rest. With its fertile soil, its adequate rainfall and its plentiful sunshine, the Everglades has proved itself to be one of the best, if indeed not the best, productive areas in the world. Its location within the continental confines of the United States, its nearness and ready accessibility to the great population centers of the Nation, make it the ideal locality in which to extract, process and fabricate the lush production of its soil. Primary production of agricultural commodities, preparation for the ultimate consumer, and the necessary intermediate activities, will result in the achievement of the goal for which every nation strives—a well-balanced agricultural-industrial economy.

The alchemists of old endeavored to transmute the base metals into gold. The achievements of modern agronomy exceed the most far-fetched dreams of those alchemists. Today, the agronomists transmute the air, the water, and the sunshine of the Everglades into products more valuable than precious metal. Modern science takes the air, the water and the sunshine of the Everglades and produces carbohydrates, proteins, fibers, cellulose, oils and fats—the basic raw materials for the Nation's food, beverages, clothing, and shelter, and many other modern needs and conveniences. Agronomists and other scientists use the air, the water, and the sunshine to produce these basic raw materials. Organic chemistry, through knowledge and control of the molecular structure of such basic raw materials, converts the products of the Everglades into myriads of other products both old and new. The mystery and allure of the Everglades, the magic of the agronomist, and the atomic techniques of the organic chemist, all contribute to the agro-industrial possibilities of the area.

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## Houston

(*Continued from page 53*)

Not only are there port facilities, industries and an alert, energetic populace to guarantee the future of Houston, there are on hand and in sight, ample funds to strengthen the warranty. Bank deposits of individuals have neared the $7 billion mark, while funds now in hand of $78,000,000 for post war improvements, with another $22,000,000 readily available, Houston evidently will continue to expand as a leading shipping and industrial center.

---

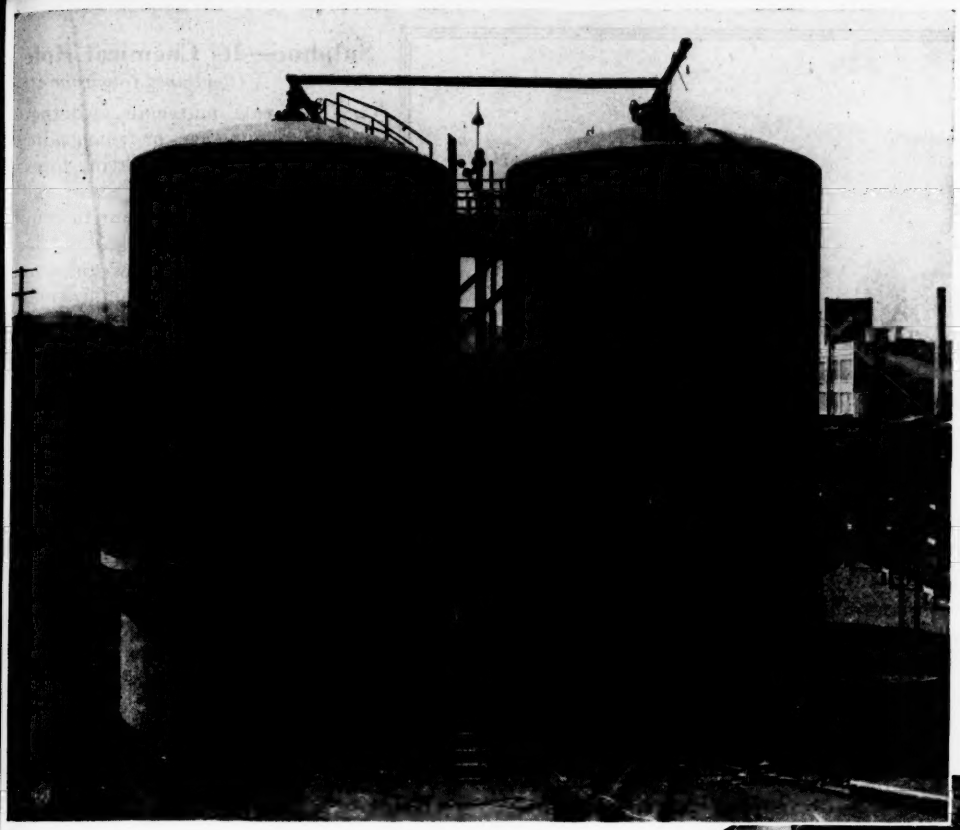
## The U. S. Midway

(*Continued from page 62*)

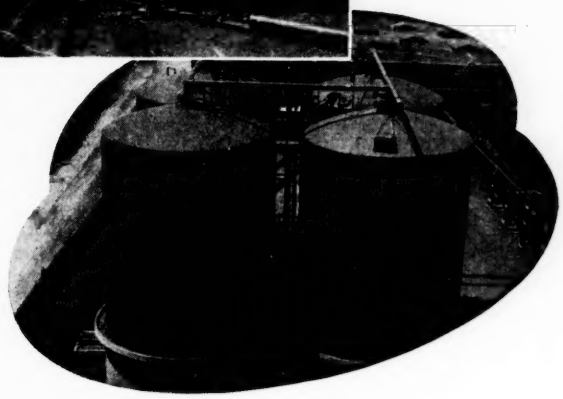
photograph laboratory, laundry, shoe repair shop, post office, moving picture room, back shop, library, soda fountain, ice cream manufacturing plant, athletic gear, store rooms, barber shops.

There are special office spaces for all department heads; berths and clothes lockers for all ship's personnel; cold water drinking fountains in all necessary area; wash rooms in all living spaces and sufficient messing spaces for all personnel to be seated at tables during meals.

The Midway is named in commemoration of the Battle of Midway which took place June 3 to 6, 1942 and is considered a naval turning point in the war in the Pacific. It involved units of the Army, Navy and Marine Corps. The enemy returned to his own waters after losing four carriers, two heavy cruisers, three destroyers and other vessels, as well as suffering damage to three battleships, four cruisers and a number of destroyers.



*The illustration at the left and the close-up below show two views of four 80,000-gal. fermenters designed and fabricated at one of our plants and erected by one of our field crews for the American Distilling Company. They measure 22 ft. in diam. and have dome roofs and hemispherical bottoms.*



# Welded Steel FERMENTERS

***for efficient fermentation of grain and molasses mashes***

The four fermenters shown above were fabricated and erected by us for the American Distilling Company's Pacific Coast plant. They are 22 ft. in diam., have a 21-ft. shell height and have hemispherical bottoms and dome roofs. They are supported on 5-ft. skirt plates resting on concrete ring-walls 17 ft. high. Each fermenter has a capacity of 80,000 gals., permitting the setting of mashes from 2,500 bushels of grain or 16,000 gals. of blackstrap molasses. By locating the fermenters in the open, outside air is utilized for cooling purposes for several months each year. In the summer a water spraying systems helps cool the mash.

You may never need fermenters in your plant. Most industries, however, require the "services" of storage tanks, bins, steel reservoirs or pressure vessels at some stage of manufacturing operation. When selecting the source for such equipment, we invite you to write our nearest office for complete information and quotations. There is no obligation.

---

*In addition to fermenters, refinery towers and other production equipment, we design, fabricate and erect Hortonspheres, Hortonspheroids, Hemispheroids and all types of pressure vessels for storing liquids and gases under pressure, carbon black bins, blast furnaces, elevated water storage tanks, etc. . . . to help industry.*

## CHICAGO BRIDGE & IRON COMPANY

Birmingham 1 .....1530 North Fiftieth Street
Houston 1 .....5614 Clinton Drive
Tulsa 3 .....1611 Hunt Building
New York 6 .....3313—165 Broadway Building
Cleveland 16 .....2216 Guildhall Building

Chicago 4 .....2106 McCormick Building
San Francisco 5 .....1040 Rialto Building
Philadelphia 3..1619—1700 Walnut St. Building
Los Angeles 14 .....1417 Wm. Fox Building
Washington 4.....703 Atlantic Building

Plants in BIRMINGHAM, CHICAGO and GREENVILLE, PENNSYLVANIA

A corporation contemplating plant expansion and new products might find it equally valuable to consider a readjustment of its *capital* structure as well. Awkwardly-timed maturities, for instance, may prove as embarrassing to a company as the lack of raw materials—and the steady drain of high coupon rates or high preferred stock dividend requirements can have the same end-effect as inefficient machinery.

Far-sighted planning can minimize these risks, however. As investment bankers with practical experience and extensive facilities for the distribution of securities, we have frequently been able to underwrite refunding operations which resulted in material improvement of corporate finances.

Our partners are acquainted with this field of finance and will be glad to consult with corporation executives on the possibilities of establishing a sounder capital structure through refunding of senior securities.

*Since January, 1944 this firm has raised new capital through public offerings for the following corporations:*

**ATLAS PLYWOOD CORPORATION**
Noted maker of plywood packing cases.

**DIANA STORES CORPORATION**
A chain of 26 women's apparel stores in the South Atlantic States.

**NATIONAL CONTAINER CORPORATION**
A leading maker of kraft pulp, kraft paperboard, corrugated and solid fibre shipping containers.

**THE DRACKETT COMPANY**
Manufacturer of chemicals, including the household cleaning products "Drano" and "Windex"; also soybean oil and oil meal.

**BUFFALO BOLT COMPANY**
89 year old manufacturer of nuts, bolts and rivets.

**ALLEN B. DuMONT LABORATORIES, INC.**
Prominent in the field of television, manufacturer of electronic devices and radar equipment.

**SOLAR MANUFACTURING CORPORATION**
Maker of electrical appliances for industrial, radio and household fields.

**FRANKLIN STORES CORPORATION**
A chain of 52 women's apparel stores in Texas, Louisiana, Mississippi, Oklahoma, Arkansas and Minnesota.

**AMERICAN PHENOLIC CORPORATION**
Manufacturers of precision parts for the electronic and aircraft industries; also plastics for electrical and industrial uses. Trade name "Amphenol."

**VAN ALSTYNE, NOEL & CO.**

*Members*

*New York Stock Exchange* *New York Curb Exchange*

52 Wall Street, New York (5)

## Sulphur—Its Chemical Role

(*Continued from page 43*)

fying the raw materials, whether from petroleum gases or from grain; second, as acid in coagulating latex soap-like emulsion into crude; and third and finally as sulphur in compounding Buna-S and Thiokol, the latter heretofore used for gasoline hose and other flexible connections and now being applied as a latex to concrete, wood, metal, fabric, etc., to make both temporary and permanent storage tanks for gasoline. Thiokol requires approximately one pound of sulphur per pound of finished products. Sulphur appears three times in viscose rayon: first, as calcium bisulphite in the preparation of the cellulose by the sulphite paper process; second, as carbon bisulphide to make the viscose crumb; and third, as sulphuric acid in the coagulating bath. One of this war's developments has been the use of wood cellulose in place of cotton linters in the manufacture of guncotton, made possible by the high-purity sulphite wood pulp first produced for viscose rayon.

Sulphur in some of its many forms contributes to other products in addition to explosives, wood pulp, and synthetics, making up a total of approximately ninety-seven per cent of the materials for war. To mention a few: mustard gas and dichloro diethyl sulphide, appearing in the last World War, are made by bubbling ethylene through sulphur chloride or calcium sulphide; the alkylation synthesis of high octane gasoline; the preparation of the many plastics; the softening and tanning of leather; the sulphonated soaps, allotted one hundred per cent to the Navy for use in connection with sea water; the sulphone dyes; and the wonder-working sulfa drugs.

The fertilizer industry under normal conditions naturally becomes the greatest consumer of sulphuric acid, using approximately thirty-five per cent of the total United States production. Being an essential plant food, sulphur is incorporated in nearly all forms of fertilizer. Practically all of the Texas soils contain sulphur in sufficient quantities for plant food and the losses are replaced to some extent by fertilizer, but the extent of these losses is not generally recognized. Certain crops remove rather large quantities—

cabbage and turnips thirty-five to forty pounds per acre, and alfalfa twenty-six pounds per acre.

Normal drainage throughout the United States removes nearly five million tons per annum whereas crops account for only 711,000 tons. Rainfall replaces 2,500,000 tons and fertilizer 650,000 tons, leaving a deficit of about 2,500,000 tons, indicating an increased need for fertilizers containing sulphur.

Crude sulphur and sulphuric acid are used for correcting the alkalinity of soils. From its role as a plant food and soil amendment, sulphur in many forms goes on to protect the growing crops against insects and fungi. In addition to its use as a dust and spray, it is used as a diluent for other insecticides such as calcium arsenate, pyrenthrum and rotenone, copper, lime sulphur and cattle dips.

From the protection of growing crops atom S moves on to their protection after the harvest. Sulphur dioxide again comes into use as a fumigant, insecticide, and bleaching agent in the protection of stored grain and dried fruits, and in dehydration. In the latter field it aids in releasing moisture and in the preservation of the vitamins.

Measured by quantity, the bulk of all sulphur is used by the following seven industries: fertilizer, pulp and paper, rubber, rayon, oil, iron and steel, and paint and varnish. The average cotton grower using 3-8-3 fertilizer adds about twenty-two pounds of sulphur per acre to his soil. Each ton of newsprint requires about fifty pounds of sulphur; you can do your own figuring on the amount in your morning paper. One pound of sulphur is used in manufacturing one pound of viscose rayon.

The producers of crude sulphur or Brimstone have only two classes of customers—those who change its form by grinding or subliming and those who add a couple of atoms of oxygen by burning, and, notwithstanding its widespread use and distribution by these consumers, it is the cheapest of all the elements except hydrogen and oxygen, which so far are free.

No ration points are needed for sulphur and it is the only essential raw material not allocated. Its self-

(*Continued on page 76*)


*A Friendly Suggestion*

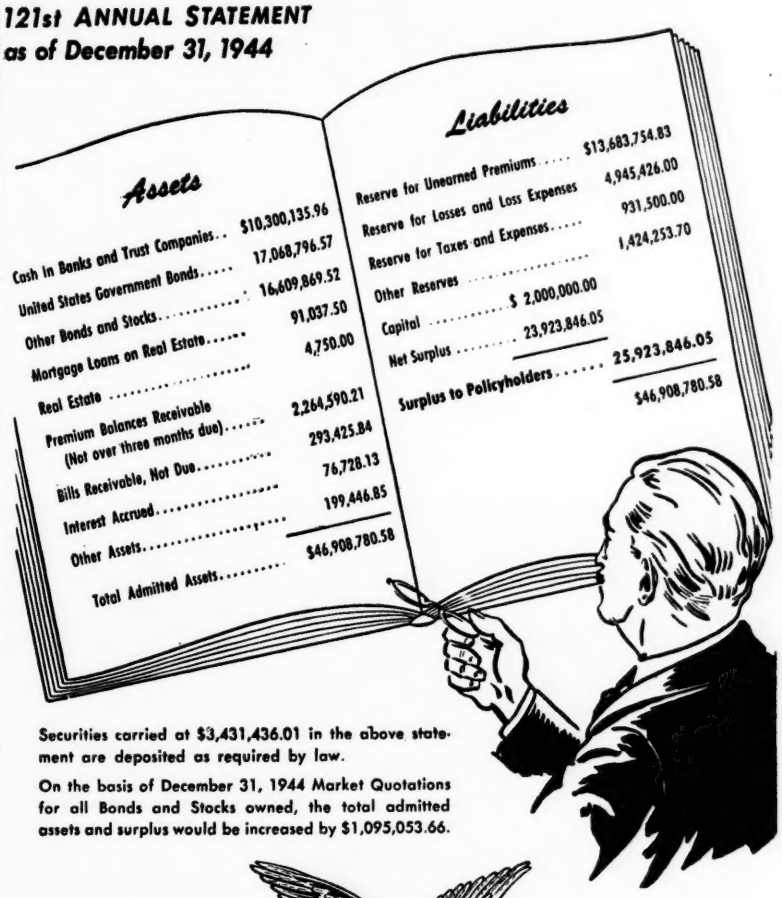
**Repair and replacement cost is steadily rising.**

**Fire losses have reached the highest peak in years.**

**We strongly recommend that you review your present insurance status with your local agent who will gladly make a survey of your needs and submit his recommendations.**

**THESE RESOURCES PROTECT OUR POLICYHOLDERS**

***121st ANNUAL STATEMENT as of December 31, 1944***


Assets
Cash in Banks and Trust Companies.. $10,300,135.96
United States Government Bonds..... 17,068,796.57
Other Bonds and Stocks..... 16,609,869.52
Mortgage Loans on Real Estate..... 91,037.50
Real Estate ..... 4,750.00
Premium Balances Receivable (Not over three months due)..... 2,264,590.21
Bills Receivable, Not Due..... 293,425.84
Interest Accrued..... 76,728.13
Other Assets..... 199,446.85
Total Admitted Assets..... $46,908,780.58
Liabilities
Reserve for Unearned Premiums..... $13,683,754.83
Reserve for Losses and Loss Expenses 4,945,426.00
Reserve for Taxes and Expenses..... 931,500.00
Other Reserves ..... 1,424,253.70
Capital ..... $ 2,000,000.00
Net Surplus ..... 23,923,846.05
Surplus to Policyholders..... 25,923,846.05
$46,908,780.58

Securities carried at $3,431,436.01 in the above statement are deposited as required by law.

On the basis of December 31, 1944 Market Quotations for all Bonds and Stocks owned, the total admitted assets and surplus would be increased by $1,095,053.66.

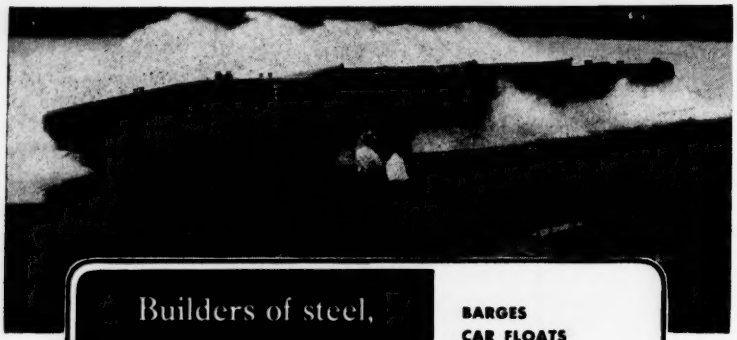
**UNITED STATES FIRE**

**INSURANCE COMPANY**

**ORGANIZED 1824**

**NEW YORK, N. Y.**

*All-welded sand barge of two sand compartments*



Builders of steel, all-welded and riveted floating equipment for rivers and harbors.

BARGES
CAR FLOATS
PONTOONS
DERRICK HULLS
DREDGE AND TOWBOAT HULLS
STEEL DRY DOCKS
GATES
LOCKS

*Ways at Ambridge, Pa., and Trenton, N. J.*

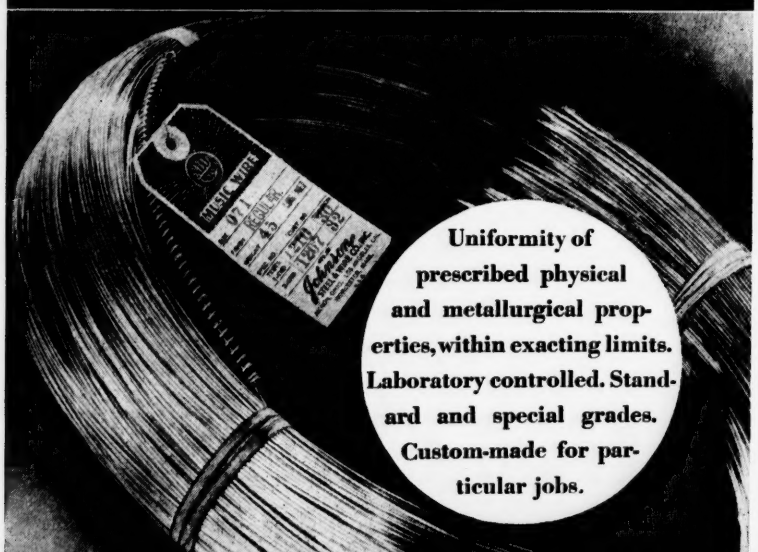
**AMERICAN BRIDGE COMPANY**

*General Offices:* Frick Building, Pittsburgh, Pa.
Offices in New York, Philadelphia, Chicago and other principal cities
Columbia Steel Company, San Francisco, *Pacific Coast Distributors*
United States Steel Export Company, New York

AMERICAN BRIDGE COMPANY · USS STEEL · UNITED STATES STEEL

**UNITED STATES STEEL**

**JOHNSON** *wire*



Uniformity of prescribed physical and metallurgical properties, within exacting limits. Laboratory controlled. Standard and special grades. Custom-made for particular jobs.

**JOHNSON STEEL & WIRE CO., INC.**
WORCESTER 1, MASSACHUSETTS
NEW YORK · AKRON · CHICAGO · LOS ANGELES

## Home Radio Market

(*Continued from page* 58)

mand in the theory, operation and overhaul of precision radio equipment. Total regular monthly attendance at these classes still runs to around 400 students.

"In our planning for the post-war home radio production we are banking on the varied and intensive past experience of our design and production engineers in tooling up for and adapting to mass-production newly developed wartime products," Manager Hilliard said.

"Then, too, in design and production methods alike," he added, "they will be starting with a clean slate. Neither model preferences nor production set-ups left over from pre-war home radio production will inhibit, in the Bendix program, a full and free application of war-advanced inventions, designs and methods.

"As soon as we are assured that the fulfillment of our obligations to the armed forces permit us to divert assembly-lines from war-essential radio devices," he said, "we shall immediately start to manufacture a complete line of AM-FM radio and radio-phonograph combinations."

Improvements in quality and performance of chassis components, speakers and record-playing mechanisms are now planned, which will be characteristic of all projected Bendix radios, from table to floor-model radio-phonograph sets.

The line will be housed in a variety of quality radio cabinets, incorporating distinctive modern and period styles.

As a piece of furniture Bendix radios will not depend upon pre-war design practice. In this connection, America's radio listeners will help "design" these new radios through nation-wide surveys of consumer preferences now being conducted under the direction of Leonard C. Truesdell, widely known in the radio and in the home appliance fields and who was recently appointed general sales manager for the home radio line.

These surveys cover preferences in cabinet designs, and also will seek out preferences in reception quality and other features such as tuning controls, Mr. Hillard said. Objective is to offer a complete line

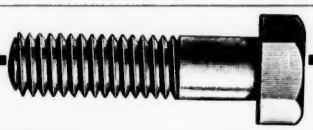
(*Continued on page* 78)

## What about POST-WAR COMPETITION?

Tomorrow, competition will be more acute, and low costs will again become paramount. Here is one way to help you keep sales expense down. Build sales-making strength and service into the things you make by incorporating Earle Gears in their vital parts. Doing so will give you more saleable products—more satisfied customers. Earle Gears, all types, are made to your specifications, sizes range from inches up to 30 feet in diameter. Write today outlining your requirements. Specify "Earle" when drawing your plans and writing your orders.

**THE EARLE GEAR & MACHINE CO.**
4719 Stenton Avenue, Philadelphia 44, Pennsylvania
**SALES OFFICES:**
149 Broadway, New York 5, N. Y. • 901 Davis Ave., Pittsburgh 12, Pa.

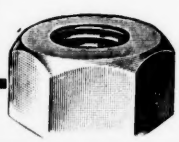
EARLE GEARS



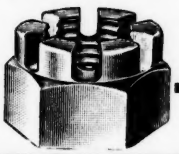
*Hexagon Head Cap Screws* *Hexagon Semi-Finished Nuts*

Special Screw Machine Products
to blue print or sample.

**MID-WEST SCREW PRODUCTS CO.**



3664 Park Ave.
St. Louis 10,
Missouri



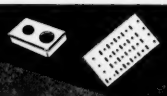
# SCREWS

CONSULT US FIRST
OR SUBMIT BLUE PRINTS

SAMUEL J. SHIMER & SONS MILTON PA.

SUPERIOR FACILITIES

## SHEET STEEL PRODUCTS



WE ARE PREPARED TO OFFER MOST EXACTING METHODS

The benefits of new and improved methods assure entire satisfaction to those who entrust their problems to our plant.

## THE MOST CAREFUL PRODUCTION

We apply intelligent planning and engineering skill in solving your problems. Our background comprising more than forty years of experience and expert workmanship, offers fine facilities for a high order of production.

**DIXIE MFG. CO., INC.** 1314 RUSSELL ST. BALTIMORE 30, MD.

# Southern Industrial Expansions

(*Continued from page 59*)

started work on factory for production of prefabricated houses, cabinets, windows, etc.

**LYMAN**—Addition to Mill—C. M. Guest & Sons, Anderson, has contract for construction of addition to Pacific Mill.

**ROCK HILL** — Warehouses — Rock Hill Printing & Finishing Co., of M. Lowenstein & Sons, constructing six warehouses on the corner of West White and Laurel Sts.; covering 48,000 square feet; buildings of prefabricated all-steel structures.

**SENECA**—Improvements — Utica and Mohawk Cotton Mill, Seneca, started work installing complete air-condition system; American Moistening Co., having contract at $90,000.

## TENNESSEE

**CHATTANOOGA** — Plant — Defense Plant Corp. authorized construction of a $2,250,000 rubber tire plant to be operated by Mohawk Rubber Co. of Akron, Ohio; site selected is a tract of 35 acres, extending east from intersection of Riverside Drive and Ammicola Highway; priorities granted; construction to begin immediately; main building will be modern daylight type industrial structure having floor space of 160x650 ft. devoted to production; plans also include building of a Southern Railway Spur Track at cost of $37,020.

**CHATTANOOGA**—Foundry—H. P. Acheson, of Acheson Foundry and Machine Works, 511 West 38th Street, acquired the Price-Evans Foundry in Highland Park.

**CHATTANOOGA** — Plant— G. W. Bagwell, 1212 Fort St., acquired 3½ acre site on west side of Broad St. between 18th and 20th Sts. for erection of freezer locker plant; estimated cost $250,000, with refrigerated equipment, $250,000; will contain 3,000 lockers.

**KNOXVILLE**—Plant—Emory Construction Co., 2442 N. Broadway, has contract for construction of plant for Southern Dairies; cost $50,000.

**MEMPHIS**—Warehouse—Lewis Supply Co., Main at Butler Sts., plans erection of warehouse at Carolina and Kansas Sts.; will have railroad sidings into the building; 20,000 feet square; 1-story, concrete and brick with full tract and trucking facilities; outlay of $35,000.

**MEMPHIS**—Transport Equipment—Defense Plant Corp. authorized execution of contract to provide automotive transport equipment at cost of $230,000, for operation in Tennessee and adjacent states; Gordons Transport, Inc., will operate facilities.

**MILAM**—Additional Construction — C. G. Kershaw Contracting Co., Birmingham, Ala., has contract at approximately $50,000 for additional construction at Wolfe Creek Ordnance Depot.

**NASHVILLE** — Club Rebuilding — Pearl Davenport, owner of Club Plantation, plans rebuilding burned night club.

**NASHVILLE**—Addition—Fred E. Causey, Franklin Rd., has contract to erect addition to warehouse of Royal Flour Co., 145 First St.

## TEXAS

Equipment—Defense Plant Corp., executed contract with Red Arrow Freight Lines, Inc., Houston, for transportation equipment for operation in Texas; $125,000.

United Gas Pipe Line Co., of Shreveport, La., plans to construct and operate additional facilities, including 142 miles of 24-in. pipeline in Texas and Louisiana.

Pipe Line—Federal Power Commission considering application of Metropolitan Eastern Corp., home office in Wilmington, Del., and 50 Church St., New York, to construct $23,500,000 pipe line from East Texas to Ohio; project would involve construction of an 18-in. line from Panola County gas field to an undesignated point in Ohio; daily capacity 140,000,000 cu. ft.; 825 miles long.

**DALLAS**—Plant and Airport — Luscombe Airplane Corp., Trenton, New Jersey, acquired tract of 500 acres level farmland in Texas located less than 7 miles northeast of Dallas, for erection of modern aircraft factory and development of complete airport; additional tract will permit further expansion of its facilities for war production of precision all-metal elements for combat and other military aircraft; a small factory has been leased in Dallas for storage and assembly operations.

**BAY CITY**—Plants—W. D. Peck, Citizens State Bank Bldg., Houston, low bidder on Bay City rice-drying plant at $148,718 and on Gulf Coast Water Plant at $130,873; the Electric Shop, Baton Rouge, low on Bay City electrical wiring at $32,011.

**BAYTOWN** — Laboratory — Humble Oil & Refining Co., F. T. Findley, Pur. Agt., has plans for construction of laboratory building, Milton McGinty, Archt., 2017 W. Gray Ave., Houston.

**BEAUMONT**—Building — G. Sargl, Liberty Bldg., has contract for building for Southwestern Bell Telephone Co.

**BEAUMONT**—Refinery — War Production Board's Production Urgency Committee, John D. Howard, area director of War Manpower Commission and member of the Public Utilities Commission, recommended new $5,576,000 plant as part of the Pure Oil Company refinery at Smith's Bluff; plans will manufacture aviation lubricating oil.

**CORPUS CHRISTI**—Equipment — Defense Plant Corp., closed contract with Edgar M. Linkenhoger Transport Co. to provide auto-

(*Continued on page 72*)


THOMAS TRUCK
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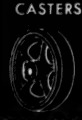
THOMAS MAKES

4 WHEEL TRUCKS

2 WHEEL TRUCKS

CASTERS



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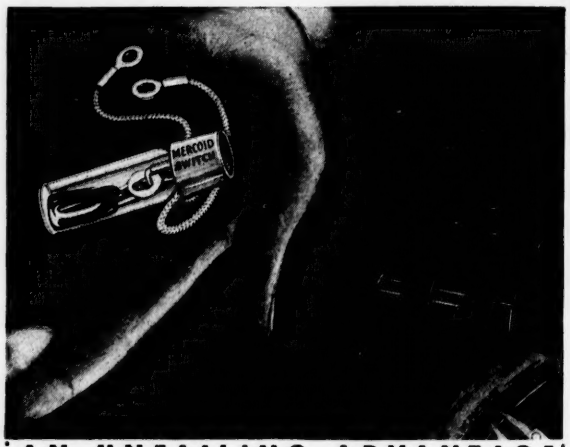


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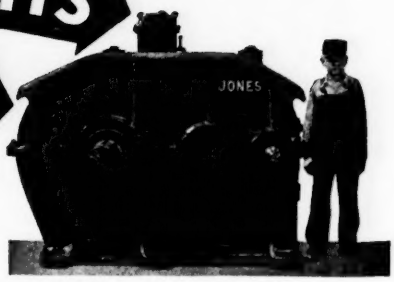


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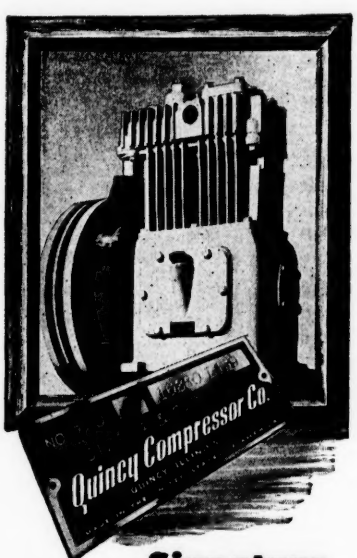


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**MORTON'S SALT TABLETS**


## Industrial Expansions

(*Continued from page* 70)

motive transport equipment at cost of $215,000 for operation in Texas, Louisiana and Arkansas.

**CORPUS CHRISTI**—Cafeteria Building—E. E. Harrison, P. O. Box 162, has contract at $36,748 for cafeteria for Southern Alkali Corp., P. O. Box 1341; B. H. Westervelt, Engr.

**DALLAS**—Chicken Bar—J. Curtis Sanford will erect chicken bar at northeast corner of West Commerce St. and Industrial Blvd.; cost $150,000.

**DALLAS**—War Department announces authorization for facilities for manufacture of yeast at the Standard Brands Project, Dallas, Tex., presently estimated to cost $1,099,025. Work will be supervised by the Galveston, Tex., District Office Corps of Engineers.

**DALLAS**—Plant — Ben Griffin Auto Company, 1601 South Ervay, constructing modern automobile repair plant at southeast corner of Ervay and Gano; tile.

**DALLAS**—Warehouse—Lucius E. O'Bannon, 2610 Fairmount, will construct warehouse, Ross and Magnolia St.; A. P. Simons, 707 Liberty St., Dallas, owners.

**DALLAS**—Addition—B. & S. Construction Co., 2010 N. Lamar St., has contract for factory building addition, 725 Third St., for Tray Service Co.; J. D. Carsey, Archt., Stewart Bldg.

**DENISON**—Addition — Southwestern Bell Telephone Co., C. W. Mier, Engr., Telephone Bldg., Dallas, received bids for addition and alterations to Central Office Bldg.

**DENTON**—Electric, Etc.—Joe Ward and H. C. Sanders of Wichita Falls, recommended expenditure of $558,060, for immediate electrical needs and future expenditures of $343,970; project includes generating plant building and crane, $65,000; switchboard and connections to present plant, $113,000; diesel or gas engine, generator and auxiliaries, $245,000; distribution line conversion, $45,600; sub-station, $10,000.

**EDINBURG**—Building—Hughes Tractor Co. c/o Ralph Hughes, 116 N. 12th St., plans auto display building, E. Kruttschnitt St., between First and Second Sts.; private plans.

**EDINBURG**—Terminal — Union Bus Line, c/o Joe Amberson, Pres., 107 Kayton Ave., San Antonio, plans bus terminal at North Closner and Kihn Sts.; one-story, brick and reinforced concrete building, built-up roof, etc.

**EL CAMPO**—Plant — Birmingham Coal & Iron Co., Birmingham, Ala., has contract for construction of rice drying plant; City, owners; Central Engineering Co., c/o A. Van Zyverden, Larendon Bldg., 1210 Texas Ave., Houston, Eugrs.

**FORT WORTH**—Rebuilding—Marion Herring Boat Works at Eagle Mountain Lake, plans repairing storm damaged building; expend $35,000.

**HOUSTON** — Packing Plant—Van Cleve Construction Co., Mellie Esperson Bldg., Houston, has contract for construction packing plant, Hamilton and South street; approximately $20,000; Acme Products Co., Houston, owners.

**HOUSTON**—Expansion—C. Selzer & Sons, 1320 Congress street, purchased additional site for expansion.

**HOUSTON** — Addition — Crawford Construction Co., McAllen, has contract for construction of structural steel, brick, concrete and hollow tile addition to roundhouse, Fulton St. at Hardy; cost $50,000; Southern Pacific Lines, c/o B. M. Stephens, chief draftsman, Houston, owners.

**HOUSTON** — Equipment — Defense Plant Corp., authorized execution of contract with Younger Brothers, Inc., Houston, to provide transportation equipment for operation in States of Louisiana and Texas; cost $70,000.

**HOUSTON** — Building — Armco Drainage & Metal Products Co., 2500 Maury St., Houston, has contract for steel building and erection of addition to Uvalde Rock Asphalt Company's plant, 1705 Oliver St.; G. W. Batten, West Bldg., contractors and engineers.

**HOUSTON** — Shed — Burge Demountable House Co., 1st National Bank Bldg., c/o Oscar Holcombe, will construct wood frame

(*Continued on page* 73)

shed on concrete slab foundation, 1200 Sellers St.

**HOUSTON** — Trackage — William A. Smith Construction Co., Citizens State Bank Bldg., has contract at $64,383, for railroad trackage for Harris County Navigation District.

**HOUSTON** — Office — Republic Supply Corp., Petroleum Bldg., let contract to W. S. Bellows Construction Co., 718 N. Everton St., for office and warehouse, 501 N. Greenwood St.; cost $65,000.

**HOUSTON** — Plant — National Lead Co., New York City, making survey of various sites in Houston Ship Channel areas and other areas of Southeast Texas for development of plant for manufacturing tints for paint, paper, etc.

Facilities—Defense Plant Corp., authorized increase of contract to provide additional plant facilities at approximately $6,000,000; consists of construction and equipping plant at approximately $3,000,000; heat treating shop, $2,500,000.

**HOUSTON**—Addition — Pecan Shellers' Co-Operative, 236 W. 17th St., plans addition to plant, 236 W. 17th St. Vincent J. Neuman, 2410 Austin St., Archt.

**HOUSTON** — Shop — J. W. Lander, 540 Maplewood St., erect motor repair shop; cost $10,000.

**HOUSTON** — Building — Texas Gulf Construction Co., 2008 S. Wayside Drive, Houston, has contract for furnishing and installing of concrete building foundations for plant for Rheem Manufacturing Co.; contract for furnishing and installing railroad spurs, drainage structures and appurtenances has been awarded.

**HOUSTON** — Remodeling — Fellon-Reynolds Warehouse Corp., 501 Middle St., Houston, plans remodeling warehouse, 501 Middle St.; cost approximately $70,000.

**HOUSTON** — Building, Etc. — Schneider Construction Co., Inc., 3004 W. Dallas, Houston, has contract at $34,690 for storage building at Houston Fuse Plant; Swanson Plumbing and Heating Co., 5707 Navigation, for repairs to boiler plant; Bace-Marshall Co., 4009 Center St., has contract at $19,290 for architectural and plumbing modifications; Roy White Electrical Co., at $24,432 for electrical work.

**HOUSTON**—Peden Iron & Steel Co., 700 N. San Jacinto St., purchased site on Buffalo Bayou for future expansion.

**HOUSTON** — Shop — E. & E. Construction Co., care of G. T. Ellis, 215 Ashburn St., has contract for office and shop building, 2914 Pitzlin St., for W. M. Jarrel, 4810 Griggs Rd.

**JOHNSON CITY** — Lines — Pedernales Electric Cooperative, has REA funds for electrical service extensions to cost approximately $50,000.

**JOHNSON CITY** — Plant — C. Montgomery in charge of construction of frozen food locker plant for Johnson City Locker Plant, Inc.; H. Klappenbach has contract for refrigerated equipment; General Supply Co., 227 S. Salado St., San Antonio, contract for complete cold storage installation.

**KARNACK** — Sprinkler Systems — Poe Piping & Heating Co., 112 E. Main St., Greenville, S. C., has contract at $15,326, for automatic sprinkler systems in waste disposal evaporator and incinerator buildings Longhorn Ordnance Works; U. S. Engineer Office, Denison.

**KATY**—Building—Dow Chemical Co., Freeport, and M & M Building, Houston, plans construction of metering and filtering building and facilities; cost approximately $50,000.

**LAREDO** — Remodeling — Missouri Pacific Lines, c/o C. S. Kirkpatrick, chief engineer, Houston, plans remodeling and altering depot. Harvey P. Smith, National Bank of Commerce Bldg., San Antonio, Archt.

**LONGVIEW** — Machine Plant—Lebus Rotary Tool Works, Inc., Box 2352, have made plans to rebuild machine plant under a design of company's engineers with company's labor.

**McALLEN**—Laundry Building Remodeling —Square Deal Laundry & Dry Cleaners, c/o

(*Continued on page* 74)


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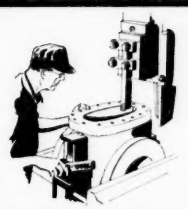

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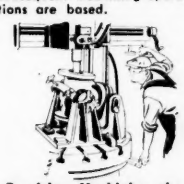

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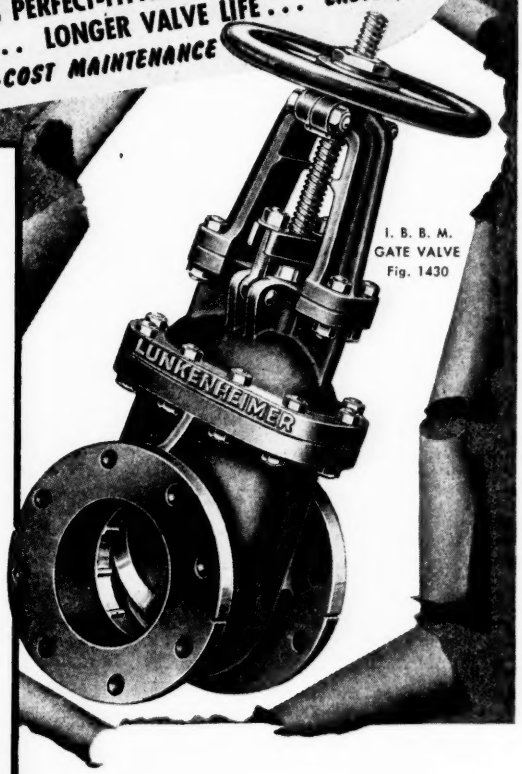


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LUNKENHEIMER VALVES

# Southern Industrial Expansions

(*Continued from page* 73)

Hobson Yancy, plans remodeling one story laundry building, 420 S. Main St.

**MERCEDES** — Remodeling — Mercedes Equipment Co., c/o W. N. Waterman, Mgr., 337 Second St., plans remodeling garage building, Illinois Avenue and Main Highway; brick and reinforced concrete; private plans.

**MERCEDES** — Crate Plant — Saladino Box & Crate Co., plans rebuilding and repairing building damaged by fire, 508 Illinois St.; Kate Cradick Martin, owner.

**MERKEL** — Rural Lines — Taylor Electric Cooperative, H. R. Roberts, Pres., received bids for rural electric lines.

**MISSION** — Plant Addition — Port Industries, Brownsville, has contract for addition to processing plant. 415 E. 8th St.; Bordo Products Co., c/o Paul Krause, local manager, Mission, owners; private plans.

**MUENSTER** — Lines — Cooke County Electric Cooperative, has REA funds for electrical service extensions to cost approximately $30,000.

**NOCONA** — Plant — Murphy & Taylor, 1114 7th St., Wichita Falls, has contract at $27,500 for construction of frozen food locker plant. Community Project, c/o Joe Denton, Pres., owners.

**ODESSA**—Carbon Black Plant, George L. Noble, Jr., regional War Production Board Director, announced construction will begin immediately on Carbon Black Production plant near Odessa at cost of $1,135,200.

**PERRYTON** — Lines — Sisco Electric Co. has contract at $176,052 for construction of 196.78 miles rural electric lines.

**PITTSBURG** — Rebuilding — W. H. Wilson, of Gilbert C. Wilson Laboratories, announced that the rebuilding of the burned plant will start as soon as possible.

**PORT ISABEL** — Plant — Technical Fisheries Co., 1332 Evans Ave., San Francisco, Calif., and J. L. Kline, Port Isabel, plans plant, 401 Industrial Canal; cost in excess of $40,000; private plans.

**RAYMONDVILLE** — Plant — MacManus & Sons, erect slaughter house; refrigeration equipment, etc.; Julian & White, designer, 2401 Transit Tower, San Antonio; owner builds.

**SAN ANTONIO** — Warehouse — C. & C. Eradicating Co., 1314 Grayson St., has contract for farm machinery warehouse Highway 66, S. for Goodwin Machinery Co., Plaza Hotel.

**SAN ANTONIO** — Addition—Alamo Plumbing Supply Co., Inc., care of O. E. Wurzbach, 611 N. Main Ave., has site in 600 block for addition to business building; post war.

**SAN ANTONIO** — Addition — F. Guentert, 2742 East Houston St., has contract for construction of addition to servant's quarters, at 303 Castano Ave.; private plans; Charles Lee Wallace, owner.

**SAN ANTONIO** — Factory Building — Mission Concrete Pipe Co., c/o A. O. Neuman, Pres., 1519 Hoefgen Ave., plans factory; cost, $26,000.

**SEAGRAVES** — Plant — Defense Plant Corp., announced a preliminary commitment of $1,500,000 to Columbian Carbon Co., New York, for acquisition of plant facilities, estimated at cost of $2,250,000.

**SUNRAY** — Facilities — Defense Plant Corp., executed contract with Continental Carbon Co., New York City, for additional facilities at Sunray; $600,000.

**TULIA** — Grain Elevator — Tulia Wheat Growers, Inc., plans constructing 300,000 bu. capacity elevator; cost $60,000.

**WACO** — Plant — Defense Plant Corp. authorized $1,500,000 funds part of total required, for construction of new addition to present factory of General Tire & Rubber Co.

**FORT WORTH**—Building — Dairyland Creamery Co., let contract to Cain & Cain, Majestic Bldg., for creamery building, 315 S. Calhoun St.; cost $10,000.

**FORT WORTH** — Garage — Joe Purvis, 451 S. Main St., erect garage; cost $10,000.

**GAINESVILLE** — Building — Gainesville Community Circus, plans circus buildings, menagerie-type zoo, etc.

**GALVESTON** — Remodeling — William Roitsch & Son, Galveston, low bidder for remodeling and constructing steel addition to steel plant; Black Hardware Co., owners.

**GALVESTON** — Blacksmith Shop — Telepsen Construction Co., 3900 Clay Ave., Houston, low bidder for constructing steel and reinforced concrete shop for black-smithing work; concrete foundation, built-up roof, etc.; private plans; Todd Shipbuilding Corp., Todd Drydocks, Galveston, owners.

**GIDDINGS** — Lines — Lower Colorado River Electric Cooperative, has REA funds for electrical service extensions to cost approximately $50,000.

**GOOSE CREEK** — Buildings—R. B. Hemphill contemplates erection of $60,000 sales and service building along Market St. at intersection of Dicker Drive and West Texas Ave.

**HARDIN** — Carbon Black — Roxboro Steel Co. plans erection of a carbon black plant at cost of $350,000; approved by production urgency committee; manufacture carbon black natural gas.

**HARLINGEN** — Airport facilities — City, Hugh Ramsey, Mayor, has filed application with FWA for funds for construction of runways, landing strips, administration building, hangars, etc., cost approximately $1,000,000.

**HOUSTON** — Warehouse — W. A. Smith Construction Co., Citizens State Bank Bldg., warehouse; 202 Latham St.; $15,000; private plans; owner builds.

**HOUSTON** — Plant Addition — Robertson Transport Co., 5625 Polk St., Houston, let

(*Continued on page* 78)

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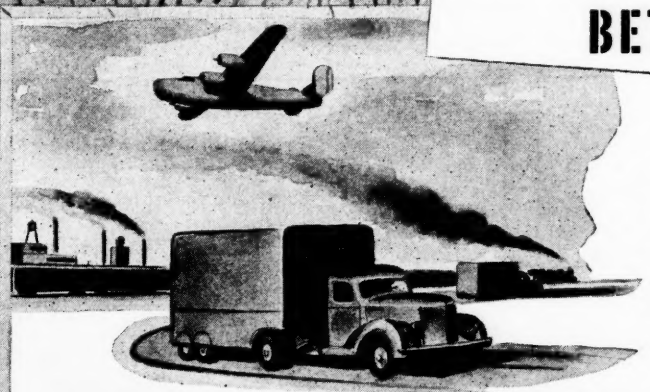

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## King Cotton's Outlook

(*Continued from page* 45)

all it can from "Big Government." Short-sightedly, it is contended, the individuals in each group are wont to measure the performances of their leaders by their success in obtaining immediate results in Washington. The interested individual cotton grower, like the interested individual in any one of the other groups, is strongly influenced to take the immediate rather than the long-range view, and to be unwilling to relinquish a present personal position of advantage over that of, say 1929. Clearly it would appear that the Government should take the initiative in working out an alternate of the present policy of subsidies, since admittedly the industry will still need Government aid through a period of reconversion. But will Big Government do it? Will Government planners who, some fear, are thinking in terms of State Socialism make blueprints for the return of any part of the American economy to the status of American private enterprise?

*Cotton Shares A Common Goal*

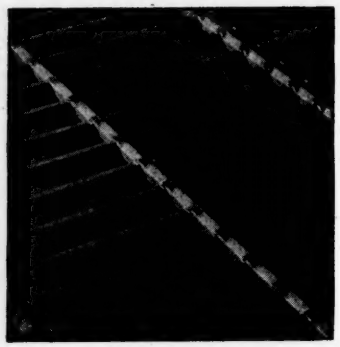
If not, then it behooves the leaders of Agriculture, Business and Labor, to sit down together and work out a joint plan acceptable to Government, easing each from its present dependency upon government, lest all be swallowed up into inefficient government operation in the form of a socialist state wherein the cultural needs of the people will gradually vanish until the boasted American standard of living has been supplanted by serfdom.

Whether King Cotton is about to abdicate hardly appears to be the question of deepest concern. He was deposed by the Government twelve years ago. What is needed is that he be restored to a free and unshackled condition ready to take his place shoulder-to-shoulder with other American industries operating in the American way.

## Sulphur's Chemical Role

(*Continued from page* 67)

imposed ceiling price of less than three-fourths of a cent per pound is thirty per cent below the ceiling price fixed by the War Industries Board during World War I—a tribute to the skill and efficiency developed by the production engineers during the last twenty-five years.

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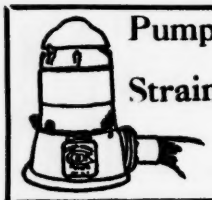

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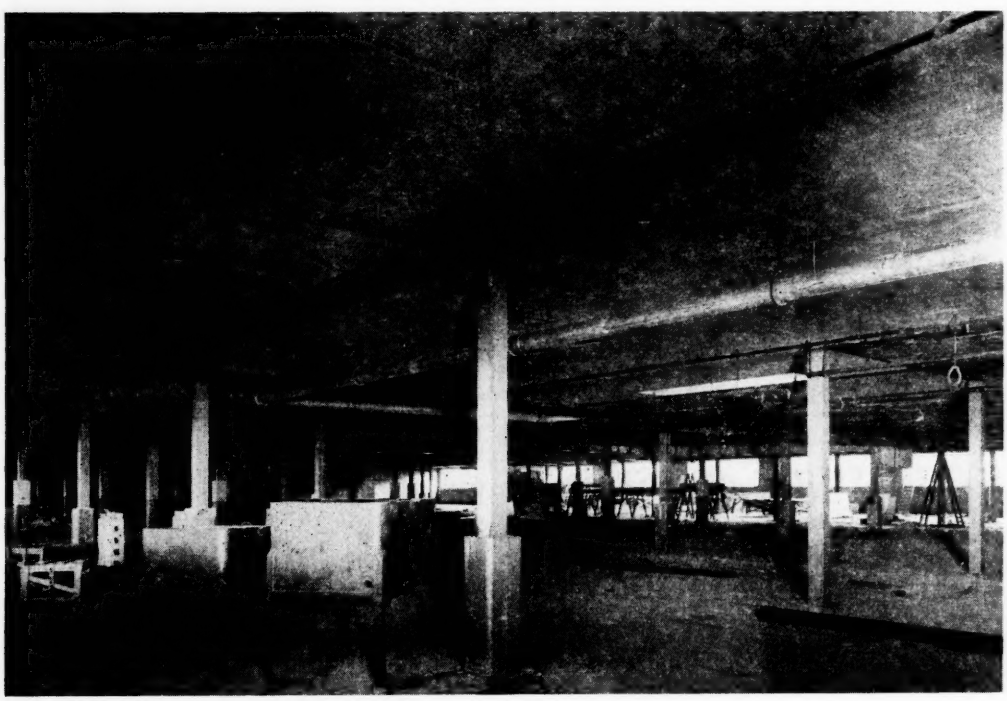

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# Southern Industrial Expansions

(*Continued from page* 74)

contract to Armco Drain and Metal Co., 3500 Maury St., Houston,, for plant addition; cost $13,000.

**HOUSTON** — Building — Ford Motor Co., C. H. O'Donohue, Manager, Houston, has acquired an industrial site for erection of a service parts building; plan constructing a one-story modern parts depot of approximately 87,000 sq. ft. of floor space as soon as building regulations will permit; cost approximately $700,000; site an eight-acre plot at the corner of Clinton Drive and Kress St., and four miles from the center of Houston.

**HOUSTON**—Addition — R. D. McCready, Bialock Drive, has contract for warehouse addition, 406 N. 79th St., for Napko Paint & Varnish Co.; cost $10,000.

**HOUSTON**—Elevator — Otis Elevator Co. has contract for reconditioning passenger elevators at the McEvoy Industries Fuse Plant; U. S. Government, c/o The District Engineer, Santa Fe Bldg., Galveston.

## VIRGINIA

**BIG ISLAND** — Expansion — Bedford Pulp & Paper Co., W. H. Brydges, V. P. & Gen. Mgr,. has under construction program of improvements, most of the work being done in pulp production plant; expecting to increase pulp capacity by at least 50 tons, thereby enabling company to produce 50 tons per day more of .009 corrugated board in the paper mill; Merritt-Chapman & Scott Corp., Whitehall Bldg., New York, doing the necessary building work and purchasing and installation of new machinery.

**CHARLOTTE COUNTY** — Mining — Kyanite Mining Corp., incorporated with $75,000 minimum capitalization, with W. A. Watson, Pres., Farmville, continuing operation of Kyanite Products Corp.; contemplate improvements.

**MARTINSVILLE** — Expansion — War Production Board approved extension of shipping and storage facilities at Martinsville nylon plant of E. I. duPont de Nemours & Co.; work on project to cost $400,000; when completed the structure will replace temporary structures in use.

**NEWPORT NEWS** — Transportation — Citizens Rapid Transit Co., Lewis A. McMurran, Sec.-Treas., granted charter with capital of $300,000; operate public transportation in Newport News, Hampton, Phoebus, Elizabeth City County and Warwick County.

**NORFOLK** — Equipment — Receivers of Seaboard Air Line Railway Co., have requested bids covering the purchase of 48 passenger train cars, to be of stainless steel construction.

**PORTSMOUTH** — Dredging — U. S. Engineer Office, Norfolk, let contract to American Hydraulic Dredging Corp., Arlington, at $14,790 for dredging in Portsmouth Harbor, Va., Channel to Nansemond Ordnance Depot.

**RADFORD** — Plant — American Viscose Corp., Leroy H. Smith, manager of Roanoke plant, plans plant on banks of New River across from Radford, for manufacture of rayon fibre; work to start as soon as materials are available; has acquired 741 acres in what is known as "Horseshoe No. 1;" erect trestle across the river.

**RICHMOND** — Plant — Virginia Gas Industries, Inc., received bids for bottling and distribution plant; Louis W. Ballou, Archt.

**RICHMOND** — Airlines — Atlantic-Western Airlines, Inc., granted certificate of authority by State Corporation Commission, Richmond, for operation of interstate flying service; would carry mail, passengers and express from Richmond to Danville, via Lynchburg and Roanoke and return; also authorized to operate a service between Richmond and Norfolk when restrictions on flying in the Norfolk area have been lifted.

**RICHMOND**—Expansion — Chesapeake & Ohio Railway applied to Interstate Commerce Commission, for permission to build a 14-mile tract line between Letcher County, Ky., and Wise County, Va.

**SCOTTSVILLE** — Equipment — Defense Plant Corp. executed contract with United States Rubber Co., New York, for additional equipment at plant at Scottsville; $50,000.

## Chicago Bridge President Dies

Mr. George T. Horton, President of Chicago Bridge & Iron Company, died suddenly March 19, 1945. Mr. Horton had been associated with the Company, founded by his father, Horace E. Horton, since he was graduated from R. P. I. in 1893 and served as its President since his father's death in 1912. A noted engineer, he designed many of the Company's products.

Mr. Horton served as an Alumni Trustee of R. P. I. from 1925 to 1928 and had been a Life Trustee since 1929. He was an honorary member of the Western Society of Engineers and the Chicago Engineers Club and participated in the activities of the American Welding Society, serving as its president in 1939-1940. Other engineering affiliations include: American Society of Civil Engineers, American Society for Testing Materials, Society of Naval Architects and Marine Engineers, American Petroleum Institute, and Engineers Club of New York.

## Home Radio Market

(*Continued from page* 68)

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WRITE FOR CATALOGUE

# The Compulsory State

(*Continued from page* 41)

*cient government would leave the smallest choice for the individual; where the nearer government came to achieving its purpose, the more the individual would be controlled.*

---

The core of a centrally directed economic plan is compulsion. Remove it and the thing flies to pieces. It must be so. Carrying out a plan is impossible if any considerable number of people are free to take action in conflict with the plan. They must be prevented and compelled to conform.

In the C.I.O. plan the compulsive core is pretty readily apparent. In a great many other central planning schemes, the core is concealed. Sometimes even the sponsors do not see it; for example many of those who approach planning through governmental fiscal operations believe they are avoiding compulsion.

We will see how the C.I.O. plan might be put into effect and in that process some of the earmarks of central planning will reveal themselves.

Congress would have to pass legislation to set up the proposed industrial councils. It would define their purpose and give them sufficient authority to carry out the purpose. It could not do much of anything else. It would be humanly impossible to foresee all the circumstances under which the councils might have to operate and so it would be impossible to give them detailed directions, that is to order them to do this or to refrain from doing that.

*So there is one of the earmarks of a plan; it defies the ordinary parliamentary practice of specific legislative enactment.*

To get around this difficulty, Congress would have to give the councils an illy defined, if not an unlimited, grant of authority. Just as in the case of war agencies, Congress would have to give the councils the right to issue regulations having the force of law; otherwise the councils would be unable to deal with the circumstances which could not be foreseen originally.

*So there is another earmark of a plan; the statement of a purpose and a blanket delegation of authority to achieve the purpose; the necessity for a parliament to legislate its own abdication.*

In their operations the council's criterion would have to be the judgment and discretion of its own members. It could be nothing else. It would have to forbid actions which in themselves are not regarded as wrong morally or ethically. It would even have to compel actions by the individual which might be repulsive to him both morally and ethically. The councils might set up some propaganda that its orders were invested with some moral authority but that would not change the true situation, which would be that they were the choices arising from a quite fallible human judgment.

*So there is another earmark of a plan; the denial of individual economic choice and the substitution for it of the choice of a governmental body, accompanied by the authority to force acceptance.*

Now and again the various types and shades of the planners give us just an inkling of all this. They speak of "modern governments," or of "newly developed government techniques," or a government "organized and equipped for a new kind of human undertaking."

Note the insistence on "modern" and on "new." What they have in mind is neither. It is something very old. It is a system or rigidities which add up to three words:

The compulsory state.

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